

Intimations.

PYROLA,
PYROLA,
PYROLA.

A
PERFUME
OF
EXQUISITE
FRAGRANCE.

WATKINS,
LIMITED.

Chemists and Perfumers.

No. 66, Queen's Road Central.

Hongkong, 1st October, 1901. [74c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 575 lbs. Net ex Factory.
\$3.30 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 1st June, 1901. [110]

KELLY & WALSH, LD.

Just Received.

THE FIGHTING IN NORTH CHINA, by G. Gips, R.N. \$ 2.00
The Eternal City, by Hall Caine 3.50
A Secretary of Legation, by Hope Dawlish 1.50
The Gamblers, by W. Le Queux 1.50
The Training of the Body for Games, Athletics and other Forms of Exercise, by F. A. Schmidt, M.D., and E. H. Miles, M.A. 4.50
Further Correspondence Respecting the Disturbances in China 1.00

Hongkong, 28th September, 1901.

WE HAVE BEEN APPOINTED
SOLE AGENTS
FOR
MARTELL & Co.'s
BRANDIES.

PER CASE.

ONE STAR - - - - - \$22
THREE STAR - - - - - 28
V.S. O.P. - - - - - 44
V.V.S. O.P. - - - - - 80

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 24th September, 1901. [952c]

A. CHEE & Co.

17A, Queen's Road, Central.
ESTABLISHED 1859.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

THE
ROBINSON PIANO COMPANY,
LIMITED.

All the best known makes kept in Stock.

The Greatest Assortment of Musical Instruments in the Far East.

Constant Shipments of all the Latest Music.

Hongkong, 2nd September, 1901. [953c]

To-day's
Advertisements.

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, TO-NIGHT, the 1st instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 1st October, 1901. [1054c]

TENDERS are invited for the supply to H.M. NAVAL YARD of the Undermentioned Materials for One year from 19th October, 1901:—

TEAK,
AMERICAN FIR, Bulk, Thickstuff, Scant, CAMPHOR WOOD, Plank and Board, HARD WOOD.

Forms of Tender and Information in regard to the Conditions of Contract, &c., can be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD. To enable Tenderers to estimate what stocks they would be expected to keep, they will be provided with a statement showing the expenditure of the different descriptions of Timber during the Twelve months ending 30th June last.

A Deposit of One hundred dollars will be required with each Tender but it will be returned on the acceptance or rejection of the Tender.

The Tenders, which will be received till NOON of the 4th October, 1901, should be sealed and addressed to the COMMANDER, H.M. NAVAL YARD.

Hongkong, 1st October, 1901. [1078c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

"HAICHING,"
Captain Davis, will be despatched for the above Port, on THURSDAY, the 3rd instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 1st October, 1901. [1071c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

"ESMERALDA,"
Captain J. McGinty, will be despatched as above on SATURDAY, the 5th instant, at 5 P.M. This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light. A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 1st October, 1901. [1072c]

SANDOW'S
OWN COMBINED DEVELOPERS
AND
PATENT
GRIP DUMB BELLS.

[699c]

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

WATSON'S
CELEBRATED
E
BLEND.

VERY OLD LIQUEUR
SCOTCH
WHISKY.

Pronounced by Connoisseurs to be the BEST BRAND in the FAR EAST.

Per Dozen, \$15.00

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

MARRIAGE.

On the 1st instant, at St. John's Cathedral, by the Rev. F. T. Johnson, M.A., GEORGE HARRY, only son of George Dann Maidenhead, to GRACE MINNIE, youngest daughter of T. C. Sweet, Willesden Green, London. [1072c]

The Hongkong Telegraph

HONGKONG, TUESDAY, OCTOBER 1, 1901.

NOTES AND COMMENTS.

Is Life Worth Living?

Most people will say that of course it is, but the poorer Europeans in Hongkong are rapidly coming to the conclusion that it is not—at least in this Colony. Take for instance the man earning a couple of hundred dollars a month. What can he save out of it? He is expected to live respectably and to dress well on that amount, or his employers want to know the reason why. If he is a bachelor he may manage to do fairly well. His living will probably cost him a hundred dollars a month, if he lives in one of the boarding houses or smaller hotels. Another ten will give him a boy to wait upon him; tobacco and drinks, if he is not extravagant, will amount to another fifteen dollars; amusements and literature will run away with another fifteen at a very least; while the same amount for washing and clothes will not be at all out of the way, and another five dollars a month will allow him to belong to one or two recreation clubs of sorts. Thus his monthly expenses, exclusive of any real luxuries, amount to one hundred and sixty dollars a month and he should be able to save forty. The bachelor of modest tastes should thus do fairly well on this salary.

But how many married men have we earning but this amount? How do they look on life in Hongkong? The married man must have a house of his own; this, at the very least, costs him forty-five dollars a month. He must keep a boy, cook and coolie, costing about twenty-eight dollars. Food will certainly come to seventy-five dollars a month; light and firing fifteen; washing five, dress fifteen, drinks and tobacco fifteen; and the married man has a couple of dollars left, which will probably vanish long before the end of the month is reached. How such a man can be expected to support a wife and bring up a family in Hongkong, it is difficult to understand, yet very many are now attempting it, for salaries have not risen in proportion to the increased cost of living or the decline in exchange.

Ten years ago to-day exchange was at 3s. 1d., and two hundred dollars a month represented no less than thirty pounds five shillings. To-day exchange is at 1s. 11 3/16d. and the same salary only works out at nineteen pounds, six shillings and five pence—half penny, a loss of over thirty-three per cent. Take into consideration that rents have appreciated some one hundred per cent. and that food stuffs have increased fifty per cent., while imported articles have kept pace with the fall in exchange and it is easily seen that two hundred dollars per month is a very poor salary upon which to support a wife and family.

Wethink that the time will soon come when either rents and foodstuffs will have to decline or salaries go up. It is idiotic to suppose

that the average European comes to Hongkong for the benefit of his health, or with any intention of living his life out here if he can possibly help it, and unless matters soon improve it will be difficult to attract people from England. We should like to hear the opinions of a few of our readers upon the question of the cost of living in Hongkong, for it is one which affects everyone.

A Triad Society Rising.

As will be seen by reference to another column, a mission station has been burnt in the interior of Kwangtung Province, and the deed is laid at the door of the Triad Society. It will be remembered that the troubles which occurred last year just across our own border, when Hui Chou was threatened and Admiral Ho marched out from Sam Chun in force, and marched back again without finding the rebels, were also said to be the work of the Triads. But last year the Triads gave out that they did not intend to harm foreigners, and it is a fact that the mission stations which lay in their route were left severely alone. Now, however, we are told that the Society has added to its banner the words "Destroy the Foreigners" and if this proves to be the case we shall doubtless have trouble. The Triad Society is one of, if not the most powerful secret society in China, and its avowed object is supposed to be the overthrow of the present dynasty. We do not suppose that any foreigner would be very much upset at seeing the present Government of China turned out neck and crop, for it is so rotten to the core that no change could be for the worse. But when the Triads come to including the foreigners in the same category as the Chinese Government we reach a stage at which we cannot stand idly by and watch events. If the Triads are really upon the warpath it will be well for the foreigners to keep a bright look out, and we would advise our local authorities to keep on the alert. If the Triads intend any action near Hongkong it is nearly sure to develop in the neighbourhood of Saikung, in the New Territory. We should advise the Police to keep a bright eye upon this village, for it is the headquarters of the Society in these parts.

REUTER'S TELEGRAMS.
BRITISH SOUTH AFRICA.
BOTHA REPULSED.

LONDON, September 28th.

The garrisons of forts Italia and Prospect, on the Zululand border have gallantly repulsed an attack of Commandant Botha in force, inflicting heavy loss on the enemy.

THE AMERICA CUP RACE.
"COLUMBIA" WINS FIRST RACE.

September 29th.

The first Yacht Race for the America Cup, 15 miles outward beat and return, has been re-sailed, and won by the American Yacht, *Columbia* which crossed the winning line 37 seconds ahead of *Shamrock II*, thus winning independently of the time allowance.

LOCAL AND GENERAL.

THE ENGLISH MAIL of the 31st August was delivered in London on the 29th ulto.

THE NAVAL AUTHORITIES are advertising for tenders for the supply of Teak, American Fir, Camphor and Hard Wood for one year from the 12th instant.

DEAN FARRAR thinks that while there is less of open and ostentatious infidelity in these days than there was in the days of Charles II., or in the early years of the eighteenth century, there is a far more widely spread spirit of doubt, and even of positive unbelief, than there has ever been, even among men who have never professedly abandoned allegiance to the religion of their fathers.

COMMANDANT BOTHA has, we are told, received a severe repulse in attacking Forts Italia and Prospect, on the Zululand Border. We only wish that he had received a little more, for until he is caught there does not seem to be much chance of peace. By the way, what has become of De Wet? We have heard nothing of that gentleman for quite a long time. Surely it is high time that a report as to his being surrounded once more was received.

AN INTERLUDE.—On a hot summer day, the Rev. Pettit, one of the best-known priests in Milwaukee, was preaching in St. Raphael's Church, while in an adjoining lot a number of boys were playing baseball. He had taken "Heaven and the Means of Reaching There" as the subject of his sermon, and when he came to the end of a passage, he paused in a solemn manner and asked: "How, then, shall we reach heaven?" Just then came floating through the church window, in a highkeyed voice, "Slide like the devil, slide." It was one of the boy baseball players coaching a *shamrock*.

SAMROCK II, has, it seems been badly beaten in the first race for the America Cup. No details of the wind are given, however, all that we are told being that the race was a beat to windward of fifteen miles and return. Critics of the *Shamrock II* are apparently agreed that she will never do well in light winds, but that she will be hard to beat in anything like a stiff breeze. As a matter of fact we have very little hope of the America Cup ever being brought back to the Old Country except by a fluke. The English boat is always handicapped badly by the condition that she must perform a certain portion of the voyage across the Atlantic under sail. This means that she must be very strongly constructed and a deal of speed has to be thus sacrificed. On the other hand, the American boat does not need to have seagoing qualities, but can be a racing machine, pure and simple. Every Englishman would be overjoyed to see Sir Thomas Lipton return with the cup, but it seems rather too much to hope for. Of one thing we may be certain, and that is that when we do get it Uncle Sam will have the odds against him in the same way as they have been against us for so long, for his boat will have to be a seaworthy one to cross over the Atlantic.

COTTAM & Co. for SILK SOCKS and PUMPS.

COTTAM & Co. for EVENING DRESS SHIRTS.

THE BODY OF A CHINAMAN, named Po Tong, found in an unlicensed lampoon has been taken to the mortuary, where it was ascertained that death was due to drowning.

HOW HE DID IT.—Moses: "How did you make your fortune?"
Levi: "By horse-racing."
Moses: "Not betting?"
Levi: "No, I started a pawnshop just outside the race-course for the people who wanted to get home when the races were over."

THE EMPRESS OF CHINA brought back to the Colony quite a crowd of holiday makers, amongst them being Major General Sir William and Lady Gascoigne, Sir John Carrington, Miss Carrington, Lieut. and Mrs. Bagnall Wild, Capt. and Mrs. Pryne, Mr. and Mrs. Drutton, Mrs. W. Hutton Potts, Mr. David Gillies and Mr. and Mrs. G. P. Lammett.

ANOTHER RISING OF THE TRIAD SOCIETY.

Fears are generally entertained that the trouble in the North is not ended and, as showing the wide-spread disaffection, news is to hand of a rebellion in the Kuang Tung province. Five days travel North West of Swatow is a town called Hin Nen: here for the last twenty years have been established missionaries belonging to the Basel Mission, entirely a German undertaking, and for fourteen years have they been constantly resident in the district.

It appears that just outside Hin Nen is the Mission Station, Ping Thong, 30 miles north of this again is Lo Kon. Here were stationed Mr. Kutter and Mr. Ramming. For some time the country side has been in a state of ferment, but no trouble, as far as the foreigners were concerned, was anticipated. The friendly natives impressed on the aliens that it was to be a rising against the Manchu dynasty, not against Europeans. Undoubtedly the Triad Society is at the bottom of the rising and why, if they do not interfere with or endanger the lives of foreigners they should not be allowed to work out their own salvation without intervention from strangers, who practically know nothing of the issue at stake, is something that only a busy body can answer.

One thing is explained to us that we should like some more evidence on before vouchsafing an opinion; that is, the Triad Society banners now bear an added inscription. "Destroy foreigners." If this is so the actions of these Social Democrats will bear another aspect.

Resuming the account of the Basel Mission. It seems that at Ping Thong there were stationed Mr. Maer and Mr. Ebert with their wives; they knew of the trouble brewing but were assured by one Li Tsu Ku, the head of a very strong clan at Sin Pi that they need not be anxious, as there was no fear of the rebels harming them. It was decided, however, to remove the ladies to Gia Yiu Chow and, if no bad news was received, for the two men to return to Ping Thong. A boat was procured and the journey made in safety, although the first night was a sleepless one, owing to the excited manner of a number of strange men that flocked round. Starting on Friday afternoon Gia Yiu Chow was reached on Sunday afternoon, where horses were ready to take the gentlemen back to Ping Thong. Before starting on the journey it was understood that if no notice to the contrary reached them they would start on the return trip on Tuesday morning. On Monday evening word came that it would be unwise to return, and on Tuesday morning the news arrived that the Mission Station had been looted and burnt.

But how about Mr. Kutter and Mr. Ramming, who were 30 miles north again from Ping Thong? Mr. Ramming had left some little time previously on business, so Mr. Kutter had to get out as best he might. It is known he started to come south and was well mounted, on the road he met a party of rebels laden with booty, busily engaged in dividing the spoil. By good luck he escaped, being much better mounted than his pursuers, but all his baggage, that was following, was captured. He arrived at the outside station, Sin pi, just across the river from Ping Thong and stopped there for the night. He left next morning for Chong Lok and it is believed he is safe, although nothing definite has been heard of him. So at present the matter stands, Mr. and Mrs. Ebert and Mr. and Mrs. Maer are safe and well in Hongkong and the mission station is burnt. The present trouble is evidently not directed against foreign missionaries because the first attack was against the town of Ping Thong where they were repulsed by the townspeople with a loss of ten killed and four taken prisoners they then attacked Sha Mah and were successful and caused great loss of life. The Gia Hing Chau militia have been sent against them and the Taoist of Chow Chow Fu is sending 900 soldiers to co-operate with 700 from Fut Taw Ku. Let the belligerents fight it out between themselves and only interfere when their natural hatred of foreigners and inborn love of plunder threaten the lives or property of the Fanqui.

CONCERT AT THE SOLDIERS' CLUB.

A very diversified programme was placed before the audience at the Soldiers' Club last evening. The arrangements were in the hands of Bandmaster Moir of the R.W.F., and like everything he undertakes they were conscientiously and faithfully carried out. His Excellency The Governor and Colonel Browne were present with a large following of officers of all branches of the services. We were glad to see that the Rev. Mr. Hardy, the army Chaplain, was present to witness his "boys" amusing themselves. The list of performers was an exceptionally

strong one, in fact such a galaxy of talent is rarely seen together at one entertainment in Hongkong. The band of the R.W.F. opened the proceedings with selections from Sullivan's *The Sorcerer*, most admirably rendered. Next followed Pte Kent, who, in both parts of the programme, delighted his audience with his Irish impersonations. Songs by Band Sergeant Adams, Sergeant Hunt and Sergeant Palmer were well sung, and heartily applauded. Mr. Oxberry, who gave *The Grouches*, appeared to be in good voice, and we noticed he also is taking more care in his rendering and giving the ballads as they are written, and guarding against the fault of P. O. Pitcher, of H.M.S. *Isis*, who obliged with a nautical version of *Queen of the Earth*. Space will not allow of us going through the long programme in detail. Mr. Alec. Marsh sang four songs, although at some personal inconvenience through suffering from a bad cold. *The Leather Bottle* was a particularly happy effort, as also was the *Tricker's Song*. The quartette, without accompaniment, was a delightful number; the members were Moir, alto, Adams, bass, Hunt, baritone, and Pearce, tenor, who all evidenced careful training under the eye of Bandmaster Moir.

Mr. G. Clarke, who was down for a recitation, was unable to proceed owing to the rowdy behaviour of a number of those present. All praise is due to Bandmaster Moir for arranging such an evening's amusement and bringing all branches and grades together. Let us hope these concerts may become monthly events.

AT THE MAGISTRACY.

GAMING.

Ng Yung is a gambler as well as a coolie. On Monday he was caught gaming with 20 or 30 others in Des Vaux Road. Unfortunately for him he could not run as quickly; as his friends, with the result that he was caught by the police and removed to the station.

He told Mr. Kemp he was looking on at the game that and, when the stampede came he was arrested. Nevertheless he was ordered to pay \$3 or go to gaol for ten days.

A STRONG ARGUMENT.

Two coolies and a man of no occupation were fighting in the chair shelter at the Peak train terminus, and their noise attracted the police. This morning they told Mr. Kemp they were skyrking and having a little argument. His Worship thought otherwise, and remanded the debaters for further enquiries.

HEAVY PENALTY.

Cheung Yeung was fined \$100, with the alternative of two months' imprisonment with hard labour, for having in his possession, on the 30th September, 12 tins of raw opium without a valid certificate of purchase.

TOMMIES IN TROUBLE.

James Tranter, 26, and David Buttle, 21, privates in the Royal Welsh Fusiliers, were brought before Mr. Kemp charged with unlawfully assaulting Wong Sing, a tailor, on the 30th September. He fined each of them \$3, and ordered them to be sent to prison for 10 days, unless the money was paid.

JACK ASHORE.

A Danish seaman, named Walter Iveson, having had more intoxicating drink than was good for him, became disorderly, with the result that he will have to pay \$2 or go to prison for a week.

AN ILL WIND.

Cheung Shing and Chan Ghak were fined \$5 or 14 days' imprisonment for unlawfully anchoring their boats in the Southern Fairway, thereby causing an obstruction. They pleaded there was no other place for them to anchor and that the wind blew them on to the forbidden ground.

SIMILARITY.

Wong On and Keung Chau, summoned for a similar offence, pleaded a similar excuse, and were fined a similar amount.

A HEAVY CARGO.

A married Chinawoman, who owns a licensed rowing boat, made sure of a good fare by taking three passengers in excess of the number allowed by her license, in Aberdeen Harbour on Monday last. She was ordered to pay \$5 or retire from her rolling life for a fortnight.

A TASTE FOR PORK.

Po Loi, stonecutter, was sent to prison for 3 weeks with hard labour for stealing a pig, value \$5; the property of Set Yik, a bricklayer, at Shamshai Po, on Monday last.

THEFT OF WOOD.

Wong To stole three pieces of wood, value 50 cents, and Ah Kee, a shopkeeper, charged him with the theft. The coolie will work without remuneration for fourteen days.

ANONYMOUS GENEROSITY.

Although Chan Yat is a fishing boat master about 500 lbs. of coal were found in his possession, and when accused of obtaining it by other than lawful means he told Mr. Kemp that a man gave it to him. His worship said: Ten dollars or 14 days.

COOLIE INGENUITY.

U Yik stole a wooden box, value \$5.50, the property of the Government, and David Gourlay charged him with the theft. This morning the coolie said he was going along the street when he met a scavenger, who gave him the box as it was not wanted, and told him to take it away. U Yik will remain under lock and key for a month.

COTTAM & Co.'s VARIED ASSORTMENT OF SILK DRESSES FOR EVENING WEAR.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Honour T. Sercombe Smith,
Acting-Puisne Judge.)

September 30th.

J. ROSSELET AND CO. v. THE GODOWN CO.

The plaintiffs, J. Rosselet and Co., merchants, sued the Hongkong and Kowloon Wharf and Godown Company, Limited, for the sum of \$76, damages for the non-delivery by the defendants to the plaintiffs, in January, 1900, of twelve cases of Bass and Co.'s Pale Ale, the property of the plaintiffs, at \$23 per case. The hearing took place on the 26th ult. The judgment is as follows:—

In August, 1899, the Nippon Yusen Kaisha & Co. *Sada Maru* arrived in this Colony and discharged thirty cases of ale and stout into the Kowloon Godowns of the defendant Company. The shippers were Hannams, Ltd., who shipped under a bill of lading made out to "order." Hannams, Ltd., endorsed the bill of lading in blank and sent it to the plaintiffs, who were consignees of the ale and stout in question. The plaintiff obtained the countersignature of the agent of the *Sada Maru* to the bill of lading, which was endorsed by Rosselet & Co. and presented to the defendant Company and retained by that Company. Up to 26th August, 1899, eighteen of the thirty cases had been removed by the consignees. On that date the consignees received from the defendants a short delivery note for the balance of 12 cases. On the 7th January, 1900, the plaintiffs sent to take delivery of this balance, but were informed that it had been sold by auction. The short delivery note was then put into a safe, where it slipped under a drawer and was not discovered till the beginning of April, 1901. This accident is the reason why an action was not brought earlier.

The present action is brought upon the short delivery note of the 26th August, 1899, to recover \$76 damages, being the value of 12 cases at \$23 a case, for non-delivery on demand made on 20th January, 1900. A variety of defences, as unexpected as they were unsound, was advanced. First, it was set up that there was no contract contained in the short delivery note, because there was no consideration for the promise to deliver to the holder of it.

The plaintiffs parted with their bill of lading or document of title to goods in return for the short delivery note: that was a consideration, and if necessary, an implied promise to pay storage dues could be added as a consideration. The defence of negligence also fails, for there was no voluntary acquiescence of the plaintiffs in the infringement of their rights by the defendants: it was merely the loss of the short delivery note which delayed action being taken.

Then, it was said that plaintiffs were out of time and could not bring an action on the contract. This was said in reference to the phrase "del. up to 22nd September, 1899," which appears on the face of the short delivery note. Other short delivery notes put in show that this, in full, is "deliver up to 22nd September, 1899," and not "delivery up to 22nd September, 1899." The former phrase is an order, the latter phrase is a promise. The construction which the Court places on "deliver up to 22nd September, 1899," is that it is a direction to servants of the Wharf and Godown Co. and is not an integral portion of the short delivery note. If that construction is wrong and the phrase is to be construed as equivalent to "delivery will be given up to 22nd September, 1899," and is to be viewed, as contended, as a condition precedent, I observe that this is a condition which is to be fulfilled by the defendant Company and one which, if not enforced by the plaintiffs, becomes a mere warranty giving rise to an action for damages, but does not operate to discharge the plaintiffs. If the phrase means "delivery is to be taken by 22nd September, 1899," it is also clear that, if it was a condition precedent, the defendants have by their conduct allowed it to deteriorate into a mere warranty sounding in damages, and that this does not operate to discharge the defendants.

Having regard to the practice of the Wharf and Godown Co. to keep goods four or five months, and to the words themselves, it seems to me to be impossible to make the words "del. up to 22nd September, 1899," read as if they meant, "We give you up to the 22nd September, 1899, as the limit of time for clearance; if you don't clear within that time, we shall dispose of the goods as we see fit." I feel almost sure that the defendants did not mean this, and I am sure that the plaintiffs would not have contracted on such terms.

As regards the point that delivery was to be taken within a reasonable time, I think not only that the demand of the 20th January, 1900, was made within reasonable time, but also that no idea that the goods had been kept for an unreasonable time had occurred to the defendants, otherwise a warning would in fair play have been given to the plaintiffs.

If this action for damages for breach of contract to deliver had failed, it would be surprising if the defendants were not liable in conversion as well as upon implied contract created by the relation of the parties.

The plaintiff is liable to the defendants for \$66 storage, and this will be set off against the sum of \$77 claimed.

The result is that judgment will be for plaintiffs for \$20 costs, which, I am sorry, cannot be as between solicitor and client, because this is not matter of equitable jurisdiction. Mr. F. B. Jackson, solicitor (Messrs. Deacon and Hastings), appeared for the defendants; and Mr. J. Lay, solicitor (Messrs. Johnson, Stokes and Lay), for the plaintiffs.

COTTAM & CO. for SNOW'S and BUCK-INGHAM and HECHT'S BOOTS and SHOES.

A REPORTED BIG DEAL IN LAND.

AN UNFOUNDED RUMOUR.

It was currently reported in town to-day that the North German Lloyd folk had purchased the property of Messrs. F. Blackhead & Co., at Kowloon Point, for \$350,000, that the papers dealing with the property had been sent home to Germany, and that wharves and godowns would be erected on the property for the accommodation of the North German Lloyd vessels.

Upon enquiry at the office of Messrs. Melchers & Co., to-day, we were informed that there was no foundation whatever for the rumour.

THE PLAGUE.

Number of cases reported up till noon of the 30th September, 1901..... 1,561
Chinese..... 54
Europeans..... 31
Number of cases reported during the past 24 hours..... 1
Chinese..... 1
Europeans..... 0

Total number of cases reported to date 1,562

Number of deaths reported up till noon of the 30th September, 1901..... 1,526
Chinese..... 36
Europeans..... 12
Number of deaths reported during the past 24 hours..... 1
Chinese..... 1
Europeans..... 0

Total number of deaths recorded to date 1,527

Since noon on Saturday last the cases and deaths are:—
Cases Chinese..... 3
Other Asiatics..... 0
European..... 0

Total..... 3

Deaths Chinese..... 2
Other Asiatics..... 0
European..... 0

Total..... 2

The plague returns for last week were:—
Cases..... 3
Deaths..... 3

CHINESE AND HAWAII.

STRINGENT IMMIGRATION LAWS.

The United States Commissioner of Immigration in Victoria, B.C., Mr. David Healy, has received advices from Washington containing the opinion of Attorney-General Knox in answer to the question placed before the Treasury Department some time ago as follows:—
"Is there any statutory provision to prevent the entrance into the territory of Hawaii of Chinamen now legally resident in the United States?"

Summed up in brief the opinion of the attorney-general is given is that "Chinamen now resident in the United States, duly registered as labourers, are entitled to admission at the ports of the territory of Hawaii."

This opinion is based to a great extent on the accepted constitutional fact that the right to be and remain within the United States carries with it the right to pass into any portion thereof.

One peculiar phase of the question, however, arises from the fact that no Chinese may return to the States after having left them to enter the territory of Hawaii. The reason for this is that the resolution of annexation of the Hawaiian Islands provides that "there shall be no further immigration of Chinese into the Hawaiian Islands except upon such condition as are now or may hereafter be allowed by the United States, and no Chinese by reason of anything herein contained shall be allowed to enter the United States from the Hawaiian Islands."
On account of this latter condition it is presumed that Chinese immigration into the islands will not assume alarming proportions, for however much the Chinamen may look with favour toward the palm-fringed shore, it possesses no allurements when the door to the United States labour field is open to him.—*The Vancouver Daily Province*.

SPREAD OF MOHAMMEDANISM IN THE PHILIPPINES.

The *Vancouver Daily Province* says that:—
Christian missionaries are greatly alarmed by the rapid spread of the creed of Islam in the Philippines and fear is expressed that the Mohammedan religion may conquer the islands. The zeal of the Moslem missionaries is wonderful and the results of their work are astonishing.

Of the eight Moslem missionaries in Manila, three are Americans, three Filipinos and two Malays. The American Moslems are thoroughly conversant with American affairs, the Filipino Moslems with Filipino affairs and the Malay Moslems with affairs in Singapore and India, whence the funds for the mission are derived. The head of the mission is Emina Nabokoff, a native of Russia and a brother of the Russian captain who, with a number of companions, was executed in Bulgaria about fifteen years ago for invading Bulgaria in the same way as Dr. Jameson invaded the Transvaal.

The Islamic doctrine that interest is robbery will be the main weapon of the missionaries. Owing to the enormous Spaniards this weapon can be wielded with enormous effect in the islands. It was the custom of Spaniards to charge enormous rates of interest on loans in the Philippines. As high as 1,000 per cent. a year was charged and an average rate of 10 per cent. a month.

Labour was taken in lieu of money in the payment of interest, and children were considered as security in many cases. There are numerous instances of families for five generations working for Spaniards to pay off a loan. When the United States took possession of the islands there were 100,000 Filipinos who were required to give from sixty to one hundred days' labour out of every year to Spanish usurers.

COTTAM & CO. for the LATEST SHAPES in LINEN COLLARS.

PRINCE CHUN.

AN INTERESTING INTERVIEW.

ROME, 30th August.

While Prince Chun, on board the *Bayern* was at Genoa, a representative of the *Corriere della Sera*, of Milan, had a brief interview with the Prince, and an even more interesting conversation with Baron Rauch, who was travelling with the exilary mission on behalf of the German Government.

Baron Rauch, a nephew of Count von Waldersee, pointed to the fact of Germany, alone among the Powers, fixing a garrison of 2,000 men at Shanghai, without England venturing to protest, as a proof of Germany's leading position in the Far East.

Now, he said, Germany has garrisons at Peking, Tientsin, Taku, Shanghai-Kwan, Shanghai—in all, 12,000 men, not counting the strong garrison at Kiao-Chan.

Baron Rauch does not think that the present mission will serve as a peg on which to hang commercial treaties in Germany's favour, but he foresees that it will arise and consolidate Germany's prestige, as it will probably appear to the Chinese in the light of an act of homage.

In this connection, however, it is to be noted that the Baron states that the reception at Berlin will take place under the forms of European etiquette. Prince Chun will therefore be exempted from the nine genuflections which the etiquette of the Chinese Court requires, and will meet the German Emperor as an equal. The exilary character of the mission must therefore necessarily be lessened in the eyes of the Chinese. Before the solemn reception Prince Chun will have a private interview with the Emperor, the interpreter alone being present.

GERMANY MAY PLAY CHUN.

If, says the correspondent, Baron Rauch's thought reflects that of his uncle, we must suppose that Marshal von Waldersee looks upon Prince Chun as a possible candidate to the Dragon throne. This would explain much; for instance, the German Consulate at Genoa flying the Chinese flag, and Germany's sweet reasonableness after last year's furies.

Baron Rauch does not conceal the probability of Chun's accession, if the Chinese Court persists in not returning to Peking. But this, remarks the correspondent, if it came about through Germany's agency, would be for many Powers interested, as well as for China itself, worse than the Emperor's permanent residence at Singan-fu.

The comical feature of the interview was supplied by Li-Hsi-Ming, who remarked to the correspondent: "The Europeans are very kind and pacific here in Europe, but"—he paused, as though he feared to hurt his hearer's feelings. The correspondent finishes the sentence for him—"out there they were not so!"

TORPEDO DESTROYERS LEAVING FOR CHINA.

The torpedo destroyers *Virago* and *Sparrowhawk* have received orders to proceed to China from the Pacific Station and are being made ready at Esquimaux. The boilers of the *Sparrowhawk* are being repaired, and the staff of the shops of the navy yard are working overtime to hurry the work. Either the cruiser *Amphion* or *Phaeton* will be detailed to convoy the torpedo boat destroyers to the Orient for the little four-funnelled boats cannot carry sufficient coal to make the trip.

SEA SERPENT STORY.

While steaming from China to Victoria B.C. the *Glenogle* experienced a typhoon off the Japan coast, and upon her arrival in port the following story of a sea serpent was related to a Vancouver reporter by the passengers and crew.

"You tell him how we saw it die," said the doctor. "No," whispered the mate, "let's tell him its abode yet,"—and so it was. They came upon the reporter and to him they unloaded the story.

"Yes," continued the mate, "we had a hard time in getting it on board, but with the aid of the whole ship's company we finally did, and we got it hauled up—here the doctor took up the yarn—"yes, and it stretches almost from the foremast to the mainmast."

With pad in hand the reporter hurried forth. It was the dull, "big gooseberry season," and he had the scoop of the century, a real sea serpent, first time one had been ever taken, and in last evening's paper appears the following in this regard:

"Stretching from nearly one mast to the other of the big ship was a prize souvenir of the voyage in the shape of what the crew call a sea serpent. The monster was found off the coast of Matsui Island, where the ship took shelter out of the fury of a typhoon blast. It is said to resemble very much the serpent caught in the Atlantic of which a picture recently appeared in a number of magazines."

"—and it is still six months to April Fool's Day."

The *Glenogle* is from China—it is not known where the creature of this latest sea serpent story are from; but it is usual to refer to all men who see sea serpents as "gentlemen of the highest character for veracity and men of first class standing in the community, but as for men who bring sea serpents as part cargo of ocean liners, and tell credulous reporters about them, they are otherwise spoken of—but they enjoyed the job and have mailed many marked copies of a certain evening paper to their friends.

The *Glenogle* has not had her high pressure cylinder repaired yet, and was sixteen days in going across. She brought a large cargo and landed 150 tons here. Among the passengers were M. Goldsmith, a St. Paul official of the N.P.; Mr. J. Dubois, of New York; W. C. Haughton, M. S. Fox and G. A. Hirstland, U. S. postal employees returning from Manila.

COTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

Intimations.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY-EIGHTH ORDINARY YEARLY MEETING of the Society will be held at the HEAD OFFICE, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 10th October, 1901, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Accounts for the year 1900 and for the half year ending the 30th June, 1901, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 31st September to 10th October, both Days inclusive.

By Order of the Board.
W. J. SAUNDERS,
Secretary.
Hongkong, 19th September, 1901. [1033c]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (NOON), on THURSDAY, the 17th October.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th October, both Days inclusive.

JARDINE, MATHESON & CO.,
General Agents,
CANTON INSURANCE OFFICE,
LIMITED.
Hongkong, 25th September, 1901. [1058c]

CHINESE IMPERIAL GOVERNMENT 7 PER CENT SILVER LOAN OF 1886, E.

30th HALF-YEARLY DRAWING.

INTEREST DUE AND DRAWN BONDS of this LOAN will be PAYABLE at the OFFICES of the CORPORATION on or after the 30th SEPTEMBER, 1901.

LISTS of DRAWN BONDS can be obtained on application to the Undersigned.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
Agents issuing the Loan,
T. JACKSON,
Chief Manager.
Hongkong, 28th September, 1901. [1065c]

WANTED.

AN EXPERIENCED LADY MANAGER for CRAIGVUE HOTEL.

Apply by Letter, stating experience and enclosing copies of Testimonials, &c., to THE MANAGER, CRAIGVUE HOTEL, Hongkong, 8th August, 1901. [892c]

IMPERIAL BANK OF CHINA.

WANTED.

AN EXPERIENCED MAN of business to Act as COMPTROLLER from next China New Year.

Full Particulars can be obtained on application to the Undersigned.
By Order of the Board of Directors,
E. W. RUTTER,
Manager.
Hongkong, 30th July, 1901. [812c]

THE ROBINSON PIANO CO., LIMITED.

BEST VALUE IN PIANOS.

MONTHLY PAYMENT SYSTEM.

Hongkong, 10th August, 1901. [571c]

NEW VICTORIA HOTEL.

ROTISSERIE, Meals a la Carte.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m. Monthly Tiffin at Moderate Rates. Madar & Farmer, Proprietors.
Hongkong, 2nd September 1901. [958c]

T. M. STEVENS & CO. CARRIAGE STOCK.

A FULL LINE OF "GERMINAL" MANILA CIGARS.

T. M. STEVENS & CO.,
Beaconsfield Arcade.
Hongkong, 2nd September 1901. [959c]

JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT of AMERICAN ASPARAGUS & DESSERT FRUITS, ALL KINDS.

Apply to G. GIRAULT.
Hongkong, 20th August, 1901. [667c]

A. LING & Co., FURNITURE STORE.

(Next Door to Messrs. WATKINS & Co.)
QUEEN'S ROAD CENTRAL.
Speciality: FOCHOW LACQUER WARE.
Hongkong, 18th June, 1901. [642c]

JUST UNPACKED.

BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds.

Finest WESTPHALIAN HAMS.
H. RUTTONJEE,
4, D'Aguiar Street and 39 & 40, Elgin Road, Kowloon.
Hongkong, 13th July, 1901. [34]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice House Road.
[S] now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a specialty.
Hongkong, 22nd September, 1901. [40]

Intimations.



The Strong Chain

of evidence of satisfaction that comes from each new place in which

RAINIER BEER

is introduced, proves its merit. The three points in its favor are purity, wholesomeness and a better flavor than any other beverage.

SOLE AGENTS:

A. S. WATSON & Co., LIMITED,

THE HONGKONG DISPENSARY.

Hongkong, 21st September, 1901. [1028c]

W. BREWER & Co.

Sandow's Developers, Anglo-Egyptian, Sultan, and Pacha Cigarettes,

A large variety new stock Indian Cigars, Ball Pointed Pens,

Waterloo Commercial Pen, Eusterbrooks Falous Stub,

Relief and other Pens, Typewriter Papers,

Carbon Paper, Ribbons, &c.

Playing Cards, Poker Chips, &c.

Briar Pipes, Silver Mounted Cases, &c.

Badminton Tennis, Cricket Goals, &c., &c.
Hongkong, 28th September, 1901. [689c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPKLE, DYSENTRY, DIARRHŒA, HEMORRHOGE and ULCERATION of the COLON.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale by

THE PETER SYS COMPANY.

(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1898. [21]

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER.

LEMONADE. GINGER ALE.

SARSAPARILLA. RASPBERRYADE.

TONIC WATER. LEMON SQUASH.

755c] SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels,

Hospitals, Barracks, Officer's Messes and

Private Messes, Families in Up-

country places, Mission

Stations,

and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagnes, Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO.

Hongkong, 29th July, 1901. [733c]

KRUSE & CO., CONNAUGHT HOUSE, HONGKONG.

CIGAR MERCHANTS AND TOBACCONISTS.

Fancy Goods of every description.

COLUMBIA BICYCLES.

SOLE AGENTS FOR

Welsbach Incandescent Gasburners.

Hongkong, 2nd September, 1901. [954c]

UNTOUCHED BY HAND.

MELLIN'S FOOD

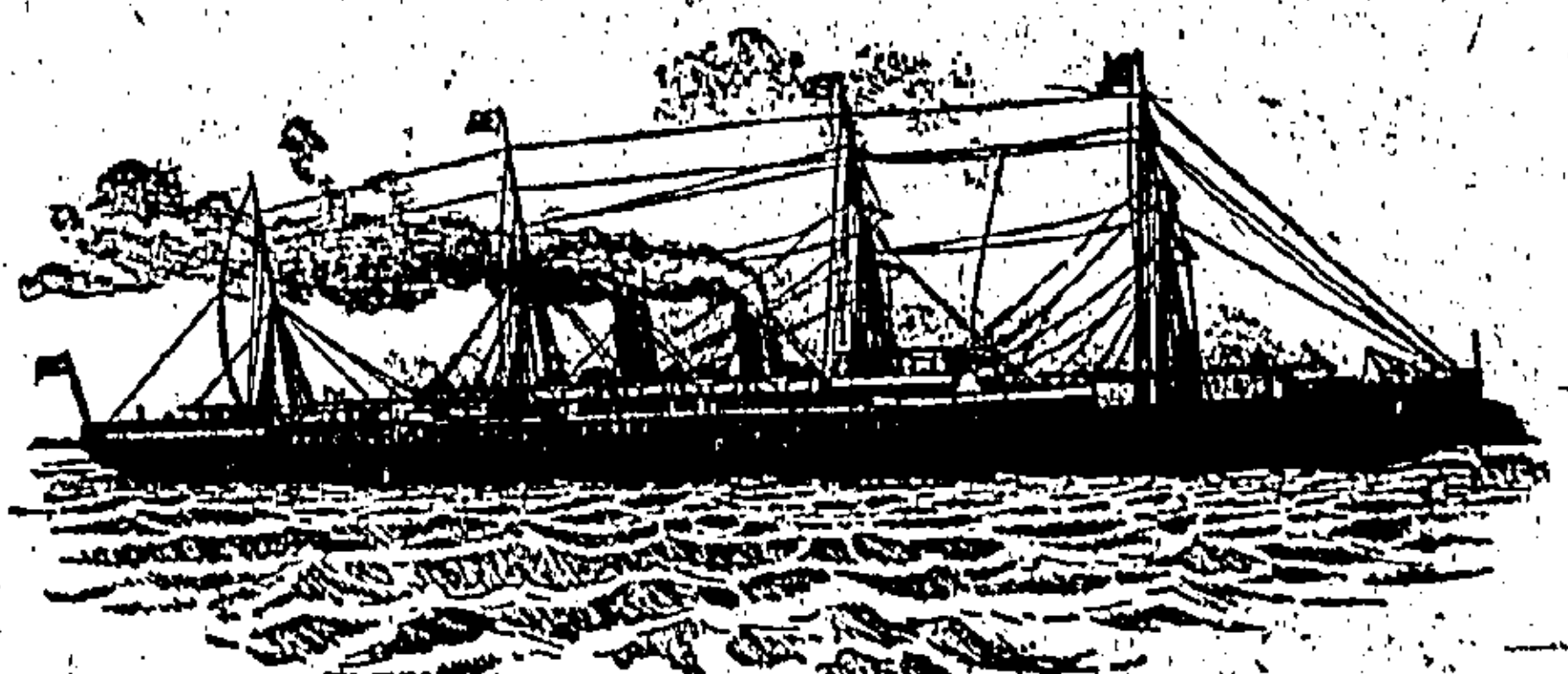
For INFANTS and INVALIDS.

When prepared, is similar to Breast Milk.

MELLIN'S FOOD WORKS, FECKHAM, LONDON, ENGLAND.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	WEDNESDAY, 2nd October, at Noon.
"ALGOA" (P. M. S. S. Co.)	On or about the 5th October.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 20th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"OPTIC"	WEDNESDAY, 20th Nov., at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.

* Via MOJI, KOBE and YOKOHAMA.

THE O. & O. Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, TO-MORROW, the 2nd October, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first-class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

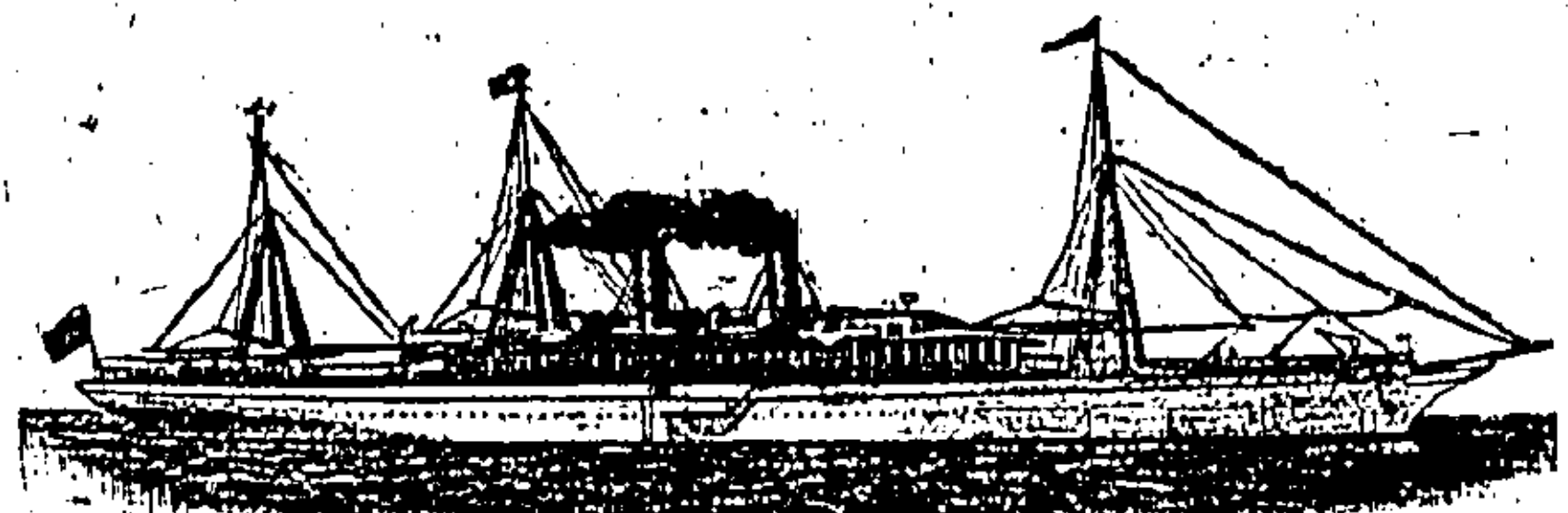
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 25th September, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 23rd October.
EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 20th November.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R. ... WEDNESDAY, 18th December.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (first-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddy's Street.

Hongkong, 30th September, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
ARABIA	HAVRE and HAMBURG.	5th Oct.	Freight.
Sachs	(Calling at SINGAPORE and COLOMBO)		
KOENIGSBERG	HAVRE, BREMEN and HAMBURG.	19th Oct.	Freight and Passengers.
Christiansen	(Calling at SINGAPORE and PENANG)		
BAMBERG	HAVRE and HAMBURG.	2nd Nov.	Freight.
Zurbruggen	(Calling at SINGAPORE and COLOMBO)		
SEGOVIA	HAVRE and HAMBURG.	16th Nov.	Freight.
Foerster	(Calling at SINGAPORE and PENANG)		
MARBURG	HAVRE and HAMBURG.	30th Nov.	Freight.
Zacharias	(Calling at SINGAPORE and COLOMBO)		
SUEVIA	HAVRE and HAMBURG.	14th Dec.	Freight.
Borch	(Calling at SINGAPORE and PENANG)		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 26th September, 1901.

Insurances.

"The Time to get
Cake is When it
is Passing."

The time to take life insurance is when you can get it. One day you are insurable—the next you cannot secure insurance at any price. Do you know when your day will come? Do you know that it isn't to-day?

For rates and full particulars apply to

F. KIENE,
The
Equitable Life Assurance
Society,
Hongkong.

Hongkong, 20th September, 1901. [995c]

"L'UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 5th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. [40]
Hongkong, 28th May, 1901.

Notices of Firms.

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY,
LIMITED.

DURING my ABSENCE and until further Notice Mr. MOWBRAY STAFFORD NORTHCOLE has been appointed ACTING SECRETARY.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 28th September, 1901. [1066c]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE.

MR. WILLIAM BASIL DIXON has this Day ASSUMED CHARGE as CHIEF MANAGER.

By Order of the Board of Directors, R. SHEWAN, Chairman.

Hongkong, 27th September, 1901. [1062c]

To be Let.

TO LET.

A HOUSE IN RIFON TERRACE.

"THE RETREAT," MOUNT KELLET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [200c]

TO LET.

(From 1st August next).

NO. 3, ORMSBY TERRACE.—KOWLOON.

Apply to PUN HUNG,

85, Queen's Road Central.

Hongkong, 17th July, 1901. [761c]

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD.

Apply to SANG KEE,

209, Des Voeux Road Central.

Hongkong, 5th September, 1901. [976c]

TO LET.

NO. 1, STEWART TERRACE.—THE PEAK.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [709c]

TO LET.

GODOWN—No. 5A, DUBBELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. [822c]

For Sale.

FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects, For List, apply

"STEAM,"

C/o The Hongkong Telegraph.

Hongkong, 10th August, 1901.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS,

Three years old, in Excellent Condition.

For Price, &c., apply to

THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901. [565c]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN (the AGENTS), nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessel during her stay in Hongkong Harbour—

CELESTE BURELL, British ship, Jeffrey—Order.

HELEN A. WYMAN, American ship, Vanhook.

—Arnhold, Karberg & Co.

I. F. CHAPMAN, American ship, Chapman.

—Arnhold, Karberg & Co.

L. SCHAPP, American ship, C.S. Kendall.

—Carlows & Co.

CHINA'S POSITION.

A BRITISH CONSUL'S STRIKING VIEWS.

BRITAIN A BAD THIRD TO RUSSIA AND GERMANY.

Reuters representative has had an interview with Mr. Byron Brennan, C.M.G., British Consul-General at Shanghai, who has just reached England on the conclusion of over 30 years' consular work in China. In reply to questions Mr. Brennan said:

"From the standpoint of foreign interests the position in China is to-day far worse than it was before the international occupation. To begin with, as a result of the presence of the foreign troops the Chinese are now better able than ever to play off one Power against another. Formerly there was an impression that foreign interests were, at any rate to a certain extent, identical, but recent events have shown more clearly to the Chinese how divergent those interests really are, and have revealed the many jealousies existing between the foreign Powers consequent upon the various lines of policy followed.

"At one time the people believed that the foreign Powers pulled together. Now they know from personal observation that the scramble for China has already begun. But beyond this unveiling of our divergent interests the Chinese have also had an object lesson in the powerlessness of United Europe to put effective pressure upon the country.

THE PENALTIES OF THE INDEMNITY.

"One of the chief results of the recent troubles will be the extent to which all those Powers who value trade relations with China must necessarily suffer by the imposition of higher tariffs in order to pay the indemnity. It would have been in every way better if the Powers had foregone all claims for a pecuniary indemnity. For who will provide this? Not the Chinese. It would appear on the surface as if China had to pay something like £60,000,000, but, as a matter of fact, the greater portion of this will be derived from foreign trade, in which Great Britain has by far the greatest interest, so that to a large extent we are practically paying the indemnity out of our own pockets.

"But as a set-off against this, our commercial position will undoubtedly be improved after the revision of existing treaties by the removal of all ambiguous clauses.

Dealing with the attempts of the Chinese to evade certain articles of the Protocol Mr. Brennan said:

"I have already pointed out how very little China has really been made to suffer for the so-called 'Boxer outbreak,' and the only way to ensure her compliance with the very lenient terms imposed upon her is not to remove the pressure until she has accepted the terms and has begun to give effect to them, and then at the first sign that she intends to be faithless to her pledge to recall her to her obligations in such an emphatic manner that a second lesson will be unnecessary.

A DEAD LETTER FROM THE FIRST.

The clause preventing the importation of arms and ammunition cannot have been seriously meant, because, as everyone conversant with the number and extent of Chinese ports knows, this is a physical impossibility. It is out of the question that foreign Powers should supervise the work of the Customs Houses, and although the Customs service is made up of Europeans, under a British Inspector-General, the members of the service are Chinese employees, who must be loyal to their paymasters. They cannot presume to act as detectives over the Government that employs them. It could never have been intended to enforce the clause, because it can be so easily evaded. Meanwhile the various arsenals in China, so far from closing, are working hard, and when I left the Shanghai arsenal was working double time. I should say that China has not the least intention of making an organised attempt to oust the foreigners for a long time to come, but while this may apply to the Government there is a very hostile feeling among the people in many parts of North China, and a good deal of local disturbance may be expected as a result of the legacy of hate which has been left by the foreign expedition in the country districts.

BRITAIN'S THIRD-RATE POSITION.

Discussing the position of the various Powers in China Mr. Brennan said in conclusion:

"Russia, of course, has more influence than any other Power in China, and so far as the Chinese Government is concerned, can do practically what she likes. Next in the estimation of the Chinese is Germany, who, both politically and commercially, is extremely active. So much is this recognised that China will now give way to Germany whenever she thinks the Emperor's Government is in earnest.

"Next on the list probably comes Great Britain. Perhaps the reason why we are not at the top of the tree may be found in the fact that we have always been anxious to do the fair thing where other countries have not been so punctilious in securing what they considered they were justly entitled to have.

"Any loss in British prestige is not so much because we have receded, as because other Powers have appeared on the scene and come abreast or ahead of us. This is not the fault of our policy, but is attributable to the progress of the other Powers. The general opinion among the British mercantile community in China is that we are not making the most of our opportunities, and they hold that more drastic means should be taken to punish officials who obstruct our trade.

"There can be no doubt that we are lacking in not giving the Chinese to understand that they have far more to lose than to gain by putting difficulties in our way.

"The United States lately seems to have arrived at the conclusion that America has a great stake in North China, and probably she will be the greatest sufferer by the closing of Manchuria to foreign trade."—Reuters.

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LAW INTELLIGENCE.

KING'S BENCH DIVISION.

Before Mr. Justice Wills.

OILING CHINESE OFFICIALS.

CHECKS ON COMMERCIAL ENTERPRISE.

The hearing was concluded of Pollak v. Yangtze Corporation, Ltd., an action brought by Mr. Ignatz Pollak, an Austrian, who carries on business as a commercial agent and merchant at Shanghai, against the defendant Corporation to recover remuneration for services rendered. The defendant Corporation was formed in the autumn of 1898, with a nominal capital of about £300,000, with the object of obtaining mining and railway concessions in China. They sent out Dr. Dudgeon, who arrived at Shanghai in December, 1898, and put himself into communication with the plaintiff, who had been in China twelve years, and was well known to the leading Chinese in the different provinces which were under English influence. Plaintiff said he agreed to co-operate with Dr. Dudgeon, and worked for the defendant Corporation from December 16, 1898, until November 24, 1899, introducing Dr. Dudgeon to a number of influential persons, including a gentleman named Loh, the Viceroy of Nanking, and Tang, who had been secretary to the Marquis Tseng and Li Hung-chang. Among the concessions which plaintiff said he sought to obtain for the Corporation were a railway from Shanghai to Hanchow, through country under British influence, and mining and railway rights in the provinces of Cheh Kiang, Kiangsu, Fokien, and Hunnan. In November, 1899, Mr. Holiday, the man ging, director of the defendant Corporation, visited Shanghai, and terminated plaintiff's employment, and plaintiff contended that the reason the defendant Corporation eventually decided not to take up the concessions was that they had not sufficient capital to do so. When dismissed, plaintiff was asked to make his claim, and he said he was prepared to accept £800 in cash and a commission of 10 per cent. on the total amount for which the concessions were floated, half to be paid in cash and half in shares. The Corporation refused to accede to these terms, and in the result they offered the plaintiff £100, without admitting any liability. This offer was not accepted, and plaintiff came to England to prosecute his claim. The defendant Corporation denied liability.

Mr. Foote, K.C., and Mr. Germaine appeared for the plaintiff; while Mr. Rawlinson, K.C., and Mr. Cooper represented the defendant Corporation. Plaintiff was recalled and cross-examined. He said there was no great difficulty in getting concessions from the Yamen by those who knew how to go about the work. Certain officials had to be "oiled." (Laughter.) None of the concessions received the consent of the Yamen, but that was due to the fact that Dr. Dudgeon did not "oil" when he told him to do so. (Laughter.) Dr. Dudgeon received a salary of £500 a year and expenses, and had the right to take up 666 Founders or Deferred shares at a shilling each. Dr. Dudgeon took up these shares, and in November, 1899, they were worth £7 each.

Mr. Rawlinson said, so far as he knew, these shares were never worth £7 each.

Mr. Justice Wills asked if the Corporation even paid a dividend.

Mr. Rawlinson replied in the negative. As a matter of fact, they never got a concession.

Mr. Warwick Welby Clarke, secretary to the defendant Corporation, said it was never arranged to pay the plaintiff a salary. In cross-examination, witness said the heavy fees to be paid to Chinese officials made the terms of the concessions prohibitive.

Mr. Justice Wills gave judgment for the plaintiff, and assessed the damages at £1,500.

THE POLICEMAN ON SPANISH ART.

A SCENE AT THE GUILDHALL EXHIBITION.

American ladies were quizzing pictures through their pince-nez in the brilliant Spanish exhibition at the Guildhall the other afternoon, and uttering little exclamations of surprise and delight, while their male attendants were trying to keep up their enthusiasm. It was certainly very hot, and the rooms in which these pictures are housed were getting very full.

Police-constable XYZ was mopping his brow in a slow and reflective kind of way and looking round for a little human sympathy. After all, there is nothing sadder than for a man to have information to impart and no one to impart it to. His eye rested upon a straw-hatted young man who looked innocent. He approached him carefully. The young man looked friendly; he, too, was in want of sympathy. "Very hot to-day, sir," said XYZ, continuing to mop. "Ah, this is a wonderful exhibition! Two thousand people a day, and all the 'higher classes, as I may say. When it was first opened we had a wonderful lot of swells here. One day we had Buller and then Mr. Chamberlain and 'Arcot. The courtyard outside was full of carriages. But with all this stuff knocking about, we have had no case of pick-pocketing. It is surprising, really, because these ladies do carry their jewellery about in a funny way. Some of 'em have got watches a-mendoring down their dresses as if they were fair giving 'em away. I had to speak to one of 'em. 'Mam,' says I, 'excuse me, that is not the way to carry a watch.'

"Yes, sir, the pictures are very fine. Some of the experts, as you may say, fair cats them. See that little dark-coloured one over there. Some of 'em as understands it says that is a relation of Velasquez. They think a wonderful lot of that. One gentleman stood looking at it for an hour I should think. Then he got a ladder to look at it closer.

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Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"WOOSUNG"	4th October.
ILOILO and CEBU	"KAIFONG"	8th October.
MANILA	"CHINGTU"	12th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHINGTU"	12th October.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY, OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"NESTOR"	6th October.
"	"DAEDALUS"	10th "
"	"MAGHAON"	15th "
"	"PROMETHEUS"	20th "
"	"ACHILLES"	25th "

HOMEWARDS.

FOR LONDON.	STEAMERS.	DUE.
"AJAX"	"	2nd Oct., 1901.
"PYRRHUS"	"	15th "
"CALYPSO"	"	20th "
"NESTOR"	"	25th "
"MAGHAON"	"	30th "

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.
THE Company's Steamship

"PERLA,"

Captain L. E. McArthur, will be despatched as above TO-MORROW, the 2nd October, at 5 P.M.
The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 28th September, 1901. [1061c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Sudzuki, will be despatched for the above Ports, TO-MORROW, the 2nd October.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 20th September, 1901. [126c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain George, will be despatched as above on THURSDAY, the 3rd October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th September, 1901. [1992c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND SAN FRANCISCO,

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Stratheyle, about Oct. 20

THE Steamship

"STRATHGYLE"

will be despatched from SAN DIEGO and SAN FRANCISCO, via MOI, KOBE, YOKOHAMA and HONOLULU, on or about SUNDAY, the 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information, as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. [1992c]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ADANA,"

Captain A. Smith, will be despatched for the above Port, on the 10th November.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 24th September, 1901. [1919c]

Shipping.

STEAMERS.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 7th October, 1901,

at 1 P.M., the Company's Steamship

"NATAL," Captain Bouis, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the S.S. *Tonkin*, which vessel takes on her Passengers and Mails leaving that Port on the 10th October, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 6th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 23rd September, 1901. [1004c]

SHEWAN, TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ASAMA,"

Captain F. F. Bement, will be despatched for the above Port, on the 15th December, 1901.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 24th September, 1901. [1052c]

SAILING VESSEL.

FOR NEW YORK.

THE 3/4 A. I. American ship

"MANUEL LAGUNO,"

will load during September and October, sailing about 25th October.

For Freight, apply to

SHEWAN, TOMES & CO. [727c]

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI.

THE Steamship

"CARINTHIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 1st October, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 1st October, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 25th September, 1901. [934c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"BENGAL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel being on Cargo—

From London, &c., at B.S. *Arctadia*.

From Persia Gulf, at B.S. *I. S. N.* and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 3rd October, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 26th September, 1901. [1000c]

THE OHIO MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"TEENKA,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 3rd October, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

JARDINE, MATHESON & Co., Agents.

Hongkong, 26th September, 1901. [1000c]

Consigners.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED, Agents.

Hongkong, 25th September, 1901. [1004c]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "GAELIC"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 3rd October, will be subject to rent.

No Fire Insurance has been effected.

GEORGE ECKLEY, Acting Agent.

Hongkong, 26th September, 1901. [1004c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 2nd October, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 30th September, 1901. [1079c]

Intimations.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

44, QUEEN'S ROAD, WATSON'S Building.

HONG SING.

8, Beaconsfield Arcade.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks. Complete Gentlemen's Outfitting.

Hongkong, 30th August, 1901. [960c]

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, scurvy, and the use of the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [106c]

THIEF'S NARRATIVE.

A young thief, who pleaded guilty at the County of London Sessions lately to stealing a purse from a woman, handed to Mr. Loveland-Loveland the following document, detailing his criminal career—

My Lord, I shall be very grateful to your lordship if you would kindly spare me a few moments of your valuable time to glance your eyes over this poor bit of pleading of mine.

At the tender age of six, my mother and father, who could never agree to gether mutually, came to the conclusion that it would be better to part. My father went, taking me with him, to a lodging-house in Dorset-street, Spitalfields, a street described by Mr. McKenzie in an article which appeared in a daily paper a few weeks back as the "worst street in London, being the resort of thieves, murderers, and burglars, where the criminals of to-morrow are trained to-day, where children six and eight years of age gamble in the gutters, and where 'babes in arms' learn to sip gin at their mothers' breasts."

Such was the street, my lord, in which I was fated to pass my childhood days, among all the evil and corruption of that unholy neighborhood, where neither the fear of God nor the law is felt. My life, from the age of six years to thirteen, was surrounded by all the evil that years of wickedness and vice could bring to bear on a mind and character like mine, naturally weak and ill-fitted to bear the temptations to which it was hourly subjected. At the age of thirteen I was sent to the training-ships *Shafesbury*, where I spent three of the happiest years of my life. On the expiration of my time I came home on my father's advice, also on the doctor's, on account of being subject to walking in my sleep and nearly losing my life once by walking overboard in the English Channel. I arrived home about April, 1897, on a Saturday. My parents and my two sisters were just sitting down to tea and everything seemed to speak of peace and happiness.

THE BREAKING UP OF THE HOME.

But how deceiving are appearances at times! Instead of everything being as it seemed, my father was up to his eyes in debt, being in the clutch of money-lenders. The crash did not come at once. I obtained employment with the excellent character from the ship. Now commenced the breaking up of the home. My father went back to Dorset-street to live. I went along with him, and my mother and sister took a little room and furnished it with what bits of things the creditors had left them. As a matter of course, I was recognized and snapped up at once by my old companions, most of whom I soon found had had a taste of prison. I had no inclination whatever to join my old associates in wrongdoing, being as happy at my work as could be expected under the circumstances. But all good intentions were destined to have a fall and to bring me to what I am and that through no fault of my own. On Sunday afternoons all the men were congregated outside out of the lodging-houses gambling, me and another little chap, neither of us having on anything save our trousers and shirt, were eagerly watching the game when down came some policeman. . . . My friend and I were locked up, and on Monday morning the magistrate remanded us for a week. So I lost my employment and being flattered by my elders about having been in "stir," as they called prison, I began to lose my head and thought what a grand thing it was to do as you like, to have no master and get money without working for it.

I have made a resolution, my lord, never to return to a dishonest life, and I should take it as a great kindness if your lordship would put me under police supervision for a few years, which I am sure would deter me from breaking my resolution.—Yours (signed), Charles Stuart, alias Richard Davidson.

The prisoner was sentenced to eighteen months' hard labour and two years' police supervision.

PASSENGERS BOOKED FOR THE FAR EAST.

Per Messageries Maritimes steamer *Armand Behic*, connecting with the steamer *Salaste* at Colombo, from Marseilles, Sept. 8.—To Nagasaki: Mr. Erdmann. To Haiphong: Mr. Michel, Mr. and Mrs. Malod, Mr. Gayer, Mr. Lefebvre, Mr. and Mrs. Fontaine. To Saigon: Mr. and Mrs. Hue and children. To Batavia: Mr. Mendes de Lion.

Per Messageries Maritimes steamer *Annam*, from Marseilles, Sept. 22.—To Yokohama: Mr. and Mrs. Meschery. To Shanghai: Mr. and Mrs. Van Lier. To Hongkong: Mr. Trévoux. To Haiphong: Mr. and Mrs. Devaux. To Saigon: Mr. and Mrs. Rochouvollet and 2 children.

Per P. and O. steamer *Arctadia*, connecting with the steamer *Bengal* at Colombo, from London, Aug. 24.—To Hongkong: Miss Fenner, Mr. and Mrs. Charles Ford, Miss Sweet, Corporal W. Marsden, Mr. E. H. Codling, Mrs. Daly, Mr. J. C. Cooke. From Marseilles.—To Shanghai: Rev. and Mrs. J. Paxton and child. To Hongkong: Mr. Bremner, Mr. W. B. Dixon, Mr. W. E. Dixon. To Singapore: Mr. W. E. Sharpe.

Per P. and O. steamer *India*, from London, Sept. 5.—To Shanghai: Mr. and Mrs. J. Stark, Dr. H. S. Cary, Dr. W. Shackleton, Mr. W. J. Embury, Mr. W. H. Greenaway, Mr. R. Young, Mr. C. Cheney, Mr. G. Anderson, Mr. A. Jennings, Miss Eacott. To Hongkong: Mr. Hatherwell, Major Scott. To Bangkok: Mr. Wood and child, Mr. C. J. Davidson. From Marseilles.—To Hongkong: Miss Radcliffe, Mr. E. T. Palmer, Mrs. Bond.

Per P. and O. steamer *Japan*, from London, Sept. 7.—To Hongkong: Mrs. Brown and 2 children, Commander and Mrs. Dawes, Mr. H. Bent, Mrs. Low and child, Lieut. Fry, Lieut. Cole, Major and Mrs. Ash, Mr. J. Low, Lieut. Grant, Sub-Lieut. Hammond.

Per P. and O. steamer *Oceania*, connecting with the steamer *Marilla*, at Colombo, from London, Sept. 19.—To Shanghai: Miss Twissell.

Miss G. M. Miller, Miss A. N. Hart, Miss M. G. Salton, Miss N. Marshall, Miss E. Baller, Miss J. Begg, Miss F. Stillman, Mr. J. West. To Hongkong: Capt. R. White, Mrs. M. C. Cubbin and child. From Brindisi, Sept. 29.—To Manila: Mr. J. M. Underwood.

Per P. and O. steamer *Borneo*, from London, Sept. 21.—To Yokohama: Mrs. and Miss Edmonds. To Shanghai: Miss Hopkins, Miss Homan, Mrs. Cecil Simpson and child, Mr. and Mrs. Thomas. To Hongkong: Miss A. M. Finney, Miss A. M. Baker, Miss Clarke, Miss Hutchinson, Miss J. C. Clarke, Mrs. Clutton, Mrs. S. Hooper, Mr. and Miss Bull, Lieut. H. Stensbury, Miss E.

NOTANDA

CALENDAR

OCTOBER

Meteorological means based on fifteen years' observations to 1898.

Barometer 29.98
Thermometer 76.2
Humidity 71
Rainfall 5.794

TO-DAY

WEATHER REPORT

On date at 10 a.m. On date at 4 p.m.
Barometer 30.00 29.90
Temperature 81 81
Humidity 57 62
Rainfall

TO-MORROW

Tuesday, 1st October, 1901.

Chinese—19th of 8th moon of 27th year of Kwang-si.
Sun—Rises 5hr. 54min.
Sets 5hr. 50min.
High water—Morning 1hr. 10min.
Afternoon 1hr. 10min.
Low water—Morning 5hr. 30min.
Afternoon 5hr. 30min.

ANNIVERSARIES

1841—Ting-hai captured by the English.
1848—Colonial Hospital organised in Hong-kong.
1857—Hongkong Daily Press started.

TO-MORROW

Wednesday, 2nd October, 1901.

Chinese—20th of 8th moon of 27th year of Kwang-si.
Sun—Rises 5hr. 54min.
Sets 5hr. 50min.
High water—Morning 1hr. 10min.
Afternoon 1hr. 10min.
Low water—Morning 5hr. 30min.
Afternoon 5hr. 30min.

ANNIVERSARIES

1867—Great landslide in Tai-pin-shan.
1875—Death at Hongkong of Mr. D. R. Caldwell, formerly Registrar-General.
1884—Tamsui bombarded by French.
1898—Powers accept invitation from Italy to attend Congress to deliberate against Anarchism. Great fire at Hankow, a quarter of the City destroyed.

AGENDA

TO-DAY

9 p.m.—Regular Meeting of the Zeland Lodge at the Freemason's Hall, Zeland Street.
Cargo ex *Isabell* subject to rent.
Cargo ex *Carinthia* subject to rent.
Cargo ex *Richmond Castle* subject to rent.

TO-MORROW

O. S. K. Co.'s steamer *Alauda* leaves for Anping, via Swatow and Amoy.
Noon—O. & O. Co.'s steamer *Gaelic* leaves for San Francisco.

THURSDAY, 3rd

N. D. L. Co.'s steamer *Preussen* leaves for Europe.
Cargo ex *Bengal* subject to rent.
Cargo ex *Teekhai* subject to rent.
Cargo ex *Gaelic* subject to rent.

FRIDAY, 4th

C. N. Co.'s steamer *Woonung* leaves for Shanghai.
P. & O. Co.'s steamer *Socotra* leaves for Yokohama.
Daylight—N. Y. K. steamer *Sanuki Maru* leaves for Europe.

SATURDAY, 5th

H. A. L. Co.'s steamer *Arabia* leaves for Europe.
P. M. S. S. Co.'s steamer *Algoa* leaves for San Francisco.

SUNDAY, 6th

11 a.m.—Cricket Match, on the Cricket Ground.
Noon—P. & O. Co.'s steamer *Formosa* leaves for London.

SHIPPING GAZETTE

In future the *Telegraph* shipping form supplied to Captains will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—

August 30th.
Captain W. Passmore has taken over the command of the *Haimun*.
Mr. Walters has joined the *Haimun* as 3rd engineer.

September 11th.
The officers of the *Flandria* (Capt. F. Eichmann) are—chief officer W. Schaake, and E. Lehmann, chief engineer M. Biese, and C. Petersen, 3rd H. Brandt, assistant engineer, H. Dittmann.

September 21st.
Mr. D. Bowie is acting 2nd officer of the *Haitan* vice Mr. Short on leave.
Mr. Attwood has joined the same ship as 3rd officer.

September 23rd

The officers of the *S. S. Dismant* (Capt. Rattenbury) are—chief officer A. J. Motley, and A. Fraser, 3rd F. M. Turner, chief engineer J. Hill, and J. Potts, 3rd D. Wilson, doctor S. Castro.

SHIPPING AND MAIL NEWS

MAILS DUE

German (*Sachsen*) to-morrow.
American (*Hongkong Maru*) to-morrow.
French (*Salaste*) 7th instant.
American (*China*) 10th instant.
American (*Doric*) 18th instant.
American (*Nippon Maru*) 25th instant.

The N. P. S. Co.'s steamer *Clavering* from Tacoma for Hongkong via Vladivostok and Port Arthur on the 28th inst.

The P. M. S. S. Co.'s steamer *China* with mails, &c., from San Francisco to the 12th inst., via Honolulu, has arrived at Yokohama, and leave for this port to-morrow morning via Inland Sea, Kobe, Nagasaki and Shanghai.

HONGKONG AND WHAMPOA DOCK RETURNS

Georges Valentine ... at Kowloon Dock.
Victoria
Zafiro
Monterey
Kong Beig
Algoa
Elcano
Canton River
Manchan Cosmopolitan
Longgang Aberdeen

THE CANAL

Outward—10th September—*Bentomond*, *Sachsen*, *Adana*, *Segovia*, *Cholon*, *Pembroke*, *Shire*. 13th September—*Armand*, *Bahig*, *Shinano Maru*, *Neslor*, *Neckar*. 17th September—*Glenshiel*, *Elrickdale*, *Forerick*, *Mercur*. 20th September—*Ferona*, *Marburg*, *John*, *Rhipcus*, *Hanyang*. 24th September—*Queen Christina*, *Erstberg*, *France*, *Cardinal*, *Kiautschou*. 27th September—*Innam*, *Alibi*, *Alibi*, *Alibi*, *Merionethshire*, *Argyll*, *Sophie Rickmers*.

Homeward—17th September—*Malacca*, *Acilia*. 20th September—*Oceanian*, *Hudson*, *Peluc*. 21st September—*Kawachi Maru*. 27th September—*Arara*, *Patroclus*.

Arrivals at Home—20th September—*Louther Castle*, *Douglas*. 24th September—*Neckar*, *König Albert*. 27th September—*Oceanian*.

VISITORS AT THE HONGKONG HOTEL

Anderson, Mr. W. H. Jewett, Mrs.
Anderson, Mrs. Johnson, Mr. and Mrs.
Andrew, Mr. D. A. Joseph, Mr. and Mrs.
Angus, Mrs. E. S.
Arnold, Mr. H. Kallend, Mr. S.
Bailey, Mr. W. S. Katsch, Mr. E. A.
Barlow, Mr. B. J. Kiene, Mr. and Mrs. F.
Beckele, Mr. F. King, Major H. S.
Bell, Mr. J. T. Knight, Mr. C. L.
Black, Mr. J. Lazarus, Mr. N.
Bonner, Mr. A. Littledale, R.E., Major
Brown, R.E., Major W. R. P.
Bruce, Mr. and Mrs. Long, Mr. & Mrs. D. M.
Buttsworth, Mr. Macdonald, Mr. D.
Cameron, Mr. D. H. Mackie, Mr. Gordon
Carre, Mr. R. McLellan, Mr. and
Clark, Dr. Mrs. E. E.
Codling, Mr. E. H. Mesa, Mr. F. S.
Cole, Mr. G. E. Milton, Mr. and Mrs.
Colombo, Mr. G. Mora, Mr. and Mrs.
Colson, Mr. J. S. Nagata, Mr. J.
Crilly, Mr. A. G. Parfitt, Mr. W.
Cylinder, Mr. M. Patterson, Mr. T. P.
Denroche, Mr. P. C. Pearce, Dr. W. W.
Devilbiss, Mr. D. M. Piry, Mr. C.
Discombe, Mr. G. M. Piry, Mr. S. D.
Dorehill, R.A., Major Pitcher, Mr. A. J.
Drake, Mrs. Franklin Price, Mr. H.
Dunsford, Capt. & Mrs. Quennell, Lieut. W. A.
and child Radcliffe, Mr. P.
Dyson, Major P. S. Reid, Dr. L. R.
Edwards, Mr. F. W. Richards, Mr. F. V.
Fennell, Mr. and Mrs. Robertson, Mr. W. R.
Field, Mr. A. G. Schouw, Mr. C.
Fischer, Mr. Sergeant, Mr. P. W.
Gibson, Mr. Kennedy Simpson, Mr. A. E.
Glover, Mr. C. Smith, Mr. T. J.
Gracewood, Mr. G. Smithers, Mr. R. G.
Grant, Mr. John Smithers, Mrs.
Guignard, Mr. E. Snewin, Mr. E. A.
Hamilton, Mrs. Stafford, Mr. T. C.
Hand, Mr. C. H. Taylor, Mr. D. G.
Handson, Mr. B. E. Thomson, Dr. and Mrs.
Hawkins, Mr. J. A. J. C. and child
Heckford, Mr. R. G. Tibbey, Mr. H. M.
Hinton, Miss May Wakeman, Mr. G. H.
Howard, Mr. Thos. Watts, Mr. and Mrs.
Howkins, Mr. and Mrs. Frank W.
Huber, Mr. E. Whitley, Mr. W. J. G.
Hughes, Mr. W. K. Wild, Lieut. and Mrs.
Huie, Mr. A. N. Bagnall
Innes, Capt. Wilson, Mr. F.
Irving, Mr. E. A. Woollen, Mr. J. J.

VISITORS AND RESIDENTS AT THE PEAK HOTEL

Bacon, Miss Jeffries, Mr. H. N.
Baulton, Mr. J. F. Lee, Mr. J. E.
Beattie, Mr. James Martin, Mr. R.
Bosart, Mr. J. W. C. May, Mr. A. J.
Brawn, R.E., Col. L. F. McDermott, Mr. A. P.
Brayne, Mr. H. F. R. Miller, Mr. and Mrs.
Bryce, Mr. C. Pitt, Mr. John, R. N.
Carrington, Sir John Pollock, Hon. H. E.
Carrington, Miss Prynce, Capt. & Mrs.
Collard, Col. A. W. Quistoff, Mr. N.
Crookenden, Col. Rumsey, R. N., Hon.
Dann, Mr. George H. R. Murray
Davies, Mr. W. Sawyer, Capt.
Detrick, Mr. and Mrs. Sawyer, Mrs.
and children Sinclair, Mr. A.
Dixon, Mr. F. B. Stokes, Mr. A. G.
Dixon, Mr. F. H. Thomson, Mr. J. S.
Drion, Mr. F. Wheeler, Mr. W. H.
Ezekiel, Mr. J. S. Wheeler, Colonel
Field, Mr. Gerry Wilgress, Mr. W. T.
Forbes, Mr. Andrew Wilgress, Mrs. and
Graham, Mr. D. M. children
Hamilton, Major Wilson, Mrs. W. and
Henric, Mr. child
Ingels, Mr. and Mrs. Wright, Mr. and Mrs.
W. F. and children H. Taylor
Jameson, Mr. Philips

CRAIGIEBURN

Bells, Mr. H. Helms, Mr. W.
Brown, Mr. and Mrs. Langlands, A.O.D.,
H. Matheson Capt. and Mrs. P.
Crouch, Mr. J. W. Pye, Mr. E. Burns
Edwards, Mr. G. I. Scott, Mrs. James
Farrow, Capt. J. Sisters, Govt. Civil
Grimble, Mr. & Mrs. G. Hospital
Hamilton, Capt. and Surgeon, Mr. and Mrs.
Mrs. C. E. F. R. C.
Heemskerck, Mr. J. J. B.

KOWLOON HOTEL

Connolly, Miss K. Holden, Mr. Geo. H.
Fernandez, Mr. & Mrs. Holden, Capt. H. N.
J. B. Nobbs, Prof. A. P.
Harges, Mr. Herm. Riegen, Mr. V.
Harman, Mr. T. O. B. Schmir, Mr. C.

EXCHANGE

Hongkong, 1st October.
ON LONDON, Telegraphic Transfer, 1/11 3/16
Bank Bills, on demand 1/11 3/16
Credits, 4 months' sight 1/11 3/16
D'cents, 4 months' sight 1/11 3/16
ON BERLIN, (demand) M. 1/9 1/2
ON PARIS, Bank Bills, on demand 244 1/2
Credits, 4 months' sight 244 1/2
ON NEW YORK, Bank Bills, on demand 47 1/2
Credits, 30 days' sight 47 1/2
ON BOMBAY, Telegraphic Transfer 144 1/2
On demand 145 1/2
ON SHANGHAI, Telegraphic Transfer 73 1/2
Private 30 days' sight nom.
ON YOKOHAMA, T.T. 5 1/2 % prem.
Sovereigns Bank's Buying Rate \$10.30
Gold 100 touch, per tael \$3.25
Bar Silver 26 1/16
Dollars nom.

OPUM QUOTATIONS

Hongkong, 1st October.
To-day's quotations are as follows—
BENGAL—New Patna @ 90 1/2
Old Patna @ 90 1/2
Old Benares @ 90 1/2
Old Patna @ 90 1/2
MALWA—This and last year's new @ 8 1/2
2 1/2 years old @ 88 1/2
4 1/2 years old @ 90 1/2
Putterore @ 90 1/2
PERSIAN—Fine quality @ 80 1/2

THE SHARE MARKET.

LATEST QUOTATIONS.

(OCTOBER 1st)

COMPANIES.	PAID UP VALUE.	LATEST QUOTATION.
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Banks.

Hongkong and Shanghai Banking Corporation	\$ 125	\$605 buyers
The Bank of China and Japan, Limited—(Preference)	£ 5	nominal
The Bank of China and Japan, Limited—(Ordinary)	£ 4	£0.15/
The Bank of China and Japan, Limited—(Deferred)	£ 1	£5.5
National Bank of China, Limited	£ 8	\$28
Do.	£ 1	\$15 sellers

Founders.

Union Insurance Society of Canton, Limited	\$ 50	\$34 1/2 buyers
China Trade Insurance Company, Limited	\$ 25	\$60 sellers
North China Insurance Company, Limited	\$ 60	Taels 195
Yangtze Insurance Association, Limited	\$ 12 1/2	\$12 1/2
Canton Insurance Office, Limited	\$ 20	\$167 1/2 buyers
Straits Insurance Company, Limited	\$ 20	nominal

Fire Insurances.

Hongkong Fire Insurance Company, Limited	\$ 50	\$34 1/2
China Fire Insurance Company, Limited	\$ 20	\$8 1/2

Shipping.

Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$34 1/2 sales
Indo-China Steam Navigation Company, Limited	£ 10	\$140 buyers
China and Manila Steamship Company, Limited	\$ 50	\$58 sellers
Douglas Steamship Company, Limited	\$ 50	\$44 ex div.
China Mutual Steam Navigation Company, Limited—(Preference)	£ 10	£10
China Mutual Steam Navigation Company, Limited—(Ordinary)	£ 5	£5
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus)	£ 7.10	\$7.10
Star Ferry Company, Limited	\$ 10	\$24 buyers
"Shell" Transport and Trading Company, Limited	\$ 2 1/2	\$9 1/2 buyers
Do.	£ 1	£2.10 sales

Refineries.

China Sugar Refining Company, Limited	\$ 100	\$150
Luzon Sugar Refining Company, Limited	\$ 100	\$35 sellers

Mining.

Punjom Mining Company, Limited	\$ 9	\$5 sellers
Punjom Mining Preference Shares	\$ 1	\$1.25
Société Française des Charbonnages du Tonkin	Francs 250	\$325
Queen Mines, Limited	Cents 25	\$ cents
Jelebu Mining and Trading Company, Limited	\$ 5	\$5 buyers
Raub Alluvial Gold Mining Company, Limited	\$ 10 18s. 10d.	\$13 buyers
Olivers Freehold Mines, Limited	\$ 5	nominal
Olivers Freehold Mines, Limited B.	\$ 5	nominal

Docks, Wharves and Godowns.

Hongkong and Whampoa Dock Company, Limited	\$ 50	\$28 1/2 buyers
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$99
Wanchai Warehouse and Storage Company, Limited	\$ 37 1/2	nominal
New Amoy Dock Company, Limited	\$ 64	\$35 buyers

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Company, Limited	\$ 10	\$975 sellers
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$190 1/2 buyers
Kowloon Land and Building Company, Limited	\$ 30	\$31
West Point Building Company, Limited	\$ 50	\$55 buyers
Hongkong Hotel Company, Limited	\$ 50	\$127 buyers
Oriente Hotel Company, Limited	\$ 50	\$55
Humphreys Estate and Finance Company, Limited	\$ 10	\$13 1/2 sales

Cotton Mills.

Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 10	\$11 1/2 buyers
Ewo Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 40 buyers
International Cotton Manufacturing Company, Limited	Taels 100	Taels 32 1/2
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 42 1/2
Soy Chee Cotton Spinning Company, Limited	Taels 500	Taels 260
Yahloong Cotton Spinning Company, Limited	Taels 100	Taels 11

Cigar Companies.

Alhambra, Limited	\$ 500	\$1,000 nominal
Philippine Tobacco Trust Co., Limited	\$ 50	\$50 nominal

Miscellaneous.

Green Island Cement Company, Limited	\$ 10	\$21 1/2
China-Borneo Company, Limited	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$15 buyers
Watkins, Limited	\$ 10	\$10 sales
Hongkong Electric Company, Limited	\$ 10	\$13 sellers
Hongkong Electric Company, Limited	\$ 5	\$4
Hongkong and China Gas Company, Limited	£ 10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$12 1/2
Geo. Fenwick & Co., Limited	\$ 25	\$55 sellers
Hongkong Ice Company, Limited	\$ 25	\$183 buyers
Hongkong High-Level Tramways Company, Limited	\$ 100	\$275 buyers
Dairy Farm Company, Limited	\$ 6	\$8 buyers
Hongkong and China Bakery Company, Limited	\$ 50	\$50
Campbell, Moore & Co., Limited	\$ 10	\$20 buyers
Bell's Asbestos Eastern Agency, Limited	\$ 1	\$1.10
United Asbestos Oriental Agency, Limited	\$ 10	\$10
Tebrau Planting Company, Limited	\$ 5	\$2 sellers
Universal Trading Co., Limited	\$ 20	\$19 1/2 buyers
Hongkong Steam Water-boat Co., Limited	\$ 5	\$8 buyers
China Light and Power Co., Limited	\$ 20	\$20 sellers
Robinson Piano Co., Limited	\$ 50	\$50
Manila Investment Co., Limited	\$ 50	\$50 nominal

BENJAMIN, KELLY & POTTS,

Share Brokers.

Telegraph Address—"Rialto."
Telephone No. 148.

STEAMERS EXPECTED.

VESSEL'S NAME	FLAG & RIG	CAPTAIN	FROM	AGENTS	DUE
Hongkong Maru	J. str.	W. E. Filmer	Shanghai	P. M. S. S. Co.	To-morrow
Sachsen	G. str.	H. Supper	Shanghai	Melchers & Co.	To-morrow
Preussen	G. str.	E. Pehn	Shanghai	Melchers & Co.	To-morrow
Salaste	F. str.	C. Girard	Singapore	Messageries M'times	Oct. 7th
China	A. str.	W. B. Seabury	Japan	P. M. S. S. Co.	Oct. 10th
Nippon Maru	J. str.	W. W. Greene	San Francisco	P. & O. S. N. Co.	Oct. 25th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

CHINA COAST METEOROLOGICAL REGISTER.

30TH SEPTEMBER, 1901, P.M.

STATION.	HOOR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND.	WEATHER.
Wladivostok	2 p.m.	29.97	57	—	SE	3
Tokio	"	30.10	—	—	S	2
Kochi	"	30.11	—	—	S	2
Nagasaki	"	30.11	—	—	E	4
Kagoshima	"	30.07	—	—	E	4
Taihouku	1 p.m.	30.03	—	—	N	2
Taihouku	"	29.87	—	—	N	4
Tainan	"	29.89	—	—	NW	6
Koshun	"	29.90	—	—	E	6
Pescadores	"	29.95	—	—	NE	10
Shanghai	3 p.m.	30.20	74	55	NE	4
Sharp Peak	"	30.03	76	67	NE	4
Amoy	"	29.97	84	54	ENE	4
Swatow	"	—	—	—	N	1
Canton	"	30.00	82	—	N	1
Hongkong	4 p.m.	29.96	80	71	E	2
Victoria Peak	"	—	—	63	ENE	3
Gap Rock	"	29.94	—	—	N	1
Macao	"	29.95	84	—	N	1
Haiphong	1 p.m.	—	—	—	—	—
Manila	4 p.m.	29.84	82	92	—	0
Malate	3 p.m.	—	—	—	N	2
Bacolod	"	—	—	—	NW	1
Iloilo	"	29.81	81	—	NW	1
Cebu	"	29.81	82	—	—	0
Cape S. James	"	—	—	—	SW	1

1ST OCTOBER, 1901, A.M.

Wladivostok	7 a.m.	30.14	46	71	—	0	b
Tokio	10 a.m.	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Taihouku	5 a.m.	29.98	—	—	S	2	—
Taihouku	"	29.89	—	—	E	4	—
Tainan	"	29.89	—	—	E	4	—
Koshun	"	29.91	—	—	E	2	—
Koshu	"	29.96	—	—	NE	10	—
Yokohama	9 a.m.	30.17	71	66	NE	4	bv
Yokohama	"	—	—	—	—	—	—
Yokohama	"	—	—	—	—	—	—
Yokohama	"	—	—	—	—	—	—
Yokohama	"	30.00	83	60	E	1	c
Yokohama	10 a.m.	30.00	81	57	E	3	c
Yokohama	"	—	—	—	E	3	c
Yokohama	"	29.98	—	—	ENE	5	i
Yokohama	"	—	82	—	NE	1	c
Yokohama	7 a.m.	—	—	—	—	—	—
Yokohama	10 a.m.	29.84	81	85	NNW	1	c
Yokohama	9 a.m.	—	—	—	W	1	o
Yokohama	"	—	—	—	—	0	o
Yokohama	"	29.88	81	—	—	0	o
Yokohama	"	29.82	81	—	—	0	o
S. James	7 a.m.	—	—	—	SW	1	c

Post Office.

A Mail will close:
 For Canton—Per *Hokan*, to-morrow, the 2nd instant, at 7.30 A.M.
 For Quong-chow-wan, Hoihow, Pakhoi and Hapshong—Per *Hua*, to-morrow, the 2nd inst., at 9 A.M.
 For Swatow—Per *Hatching*, to-morrow, the 2nd instant, at 10 A.M.
 For Shanghai—Per *Tsinan*, to-morrow, the 2nd instant, at 10 A.M.
 For Shanghai and Tientsin—Per *Lokung*, to-morrow, the 2nd instant, at 10 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Gaelic*, to-morrow, the 2nd instant, at 11 A.M.
 For Macao—Per *Heungshan*, to-morrow, the 2nd instant, at 1.15 P.M.
 For Kunchuk and Samshui—Per *Tung-kong*, to-morrow, the 2nd instant, at 3 P.M.
 For Amoy and Manila—Per *Perla*, to-morrow, the 2nd instant, at 4 P.M.
 For Canton—Per *Fathah*, to-morrow, the 2nd instant, at 5 P.M.
 For Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Arlie*, on Thursday, the 3rd inst., at 10 A.M.
 For Europe, &c., India, via Tuticorin—Per *Preussen*, on Thursday, the 3rd instant, at 11 A.M.
 For Moji and Kobe—Per *Glenfarg*, on Thursday, the 3rd instant, at 5 P.M.
 For Shanghai—Per *Wingung*, on Friday, the 4th instant, at 1 P.M.
 For Manila—Per *Sungkiang*, on Friday, the 4th instant, at 4 P.M.
 For Singapore—Per *Formosa*, on Saturday, the 5th instant, at 11 A.M.
 For Singapore, Penang and Calcutta—Per *Kunwang*, on Saturday, the 5th inst., at 11 A.M.
 For Manila—Per *Loongang*, on Saturday, the 5th instant, at 3.30 P.M.
 For Manila—Per *Esmeralda*, on Saturday, the 5th instant, at 4 P.M.
 For Hilo and Cebu—Per *Katjong*, on Tuesday, the 8th inst., at 4 P.M.
 For Singapore, Penang and Bombay—Per *Bornida*, on Friday, the 11th inst., at 11.30 A.M.
 For Europe, &c., India, via Tuticorin—Per *Pakistan*, on Saturday, the 12th inst., at 11 A.M.
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Hingun*, on Saturday, the 12th instant, at 3 P.M.
 For Moji, Kobe, Yokohama, San Diego and San Francisco—Per *Strathgyle*, on Sunday, the 20th instant, at 9 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of China*, on Wednesday, the 23rd instant, at 11 A.M.

RIVER STEAMERS, SCHOONERS, AND LOCHAS.

Fathah, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Hokan, British steamer, 1,377, U. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Powan, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,252, C. V. Lloyd, Hongkong, Canton, and Macao Steamboat Co.
Hoi-long, Chinese steamer, 409 tons, Captain Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrence, Tai-on Steamship Co.
Pak Kong, British steamer, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 1,111, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Kiangtung, Chinese steamer, 583, R. J. MacKenzie, China Merchant Steam Navigation Co.

Canton and West River.

Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Sainam, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.

AIRLIE, British steamer, 3,500, St. John George, 29th Sept.—Japan 24th Sept. General.—Gibb, Livingston & Co.
ALGOA, British steamer, 1,252, Hansford, 24th Sept.—Seattle 1st Aug. and Manila 21st Sept.—Hemp—Doddell & Co., Ltd.
ANAPA, British steamer, 2,571, Williamson, 29th Sept.—New York 4th Aug. Case Oil Standard Oil Co.
BAKAN MARU, Japanese steamer, 820, F. Kawamoto, 24th Sept.—Japan 17th Sept. Jallast—Japanese.
BENLARIO, British steamer, 1,452, R. Krobbe, 30th Sept.—Moji 25th Sept. Coal.—Gibb, Livingston & Co.
CEBU, American steamer, 648, A. Inchaugarri, 29th Sept.—Hilo 24th Sept. General.—Order.
CHIGWELL, British steamer, 1,191, Underhaz, 30th Sept.—Borneo Balch Papan 20th Sept. Oil.—Arnold, Karberg & Co.
CJOYAN, German steamer, 1,115, A. M. Miller, 29th Sept.—Bangkok 23rd Sept. Rice.—Butterfield & Swire.
CHUNSWO, British steamer, 1,418, L. A. Muir, 24th Sept.—Java 15th Sept. Sugar.—Jardine, Matheson & Co.
DEUTERO, German steamer, 1,001, E. Frähm, 24th Sept.—Saigon 20th Sept. Rice.—Siemssen & Co.
DR. HANS JERG KLAER, Norwegian steamer, 691, Larsen, 30th Sept.—Sarawak 23rd Sept. Timber.—Chinese.
ELCANO, American steamer, 501, R. de Alencar, 3rd Sept.—Manila 31st August. Ballast.—Gundao & Co.
GALIC, British steamer, 2,691, Wm. Finch, R.N.R., 26th Sept.—San Francisco 28th Aug. Honolulu 4th Sept. Yokohama 18th, Kobe 19th, Nagasaki 21st, and Shanghai 24th, Mail and General.—O. & O. S. S. Co.
GLIBBER, British steamer, 2,350, R. A. Donaldson, 25th Sept.—Saigon 21st Sept. Rice.—McGregor Bros. & Co.
HUE, French steamer, 705, G. Godin, 30th Sept.—Haiphong and Hoihow 26th Sept. Rice.—A. R. Marty.
INDRAPURA, British steamer, 3,152, A. E. Hollingsworth, 29th Sept.—Portland, Or. 10th Aug. General.—Shewan, Tomes & Co.
KONG BENG, German steamer, 862, Möller, 24th Sept.—Koh-se-chang 18th Sept. Rice.—Melchers & Co.
KUMSANG, British steamer, 2,078, E. J. Buller, 29th Sept.—Singapore 24th Sept. General.—Jardine, Matheson & Co.

LOKSANG, British steamer, 978, G. Leask, 29th Sept.—Canton 28th Sept. General.—Jardine, Matheson & Co.
LOONGSANG, British steamer, 1,092, G. S. Weighall, 30th Sept.—Manila 25th Sept. General.—Jardine, Matheson & Co.
MAIDUURU, Japanese steamer, 567, Saitan, 28th Sept.—Asping 25th Sept. and Swatow 27th, General.—Mitsui Bussan Kaisha.
MASANG, British steamer, 1,204, W. D. Welsh, 25th Sept.—Sandakan 17th Sept. Timber.—Jardine, Matheson & Co.
NANSUAN, American steamer, 1,344, E. A. Anderson, U.S.N., 29th Sept.—Chefoo 25th Sept. Navy Stores.—U. S. Government.
NANYANG, German steamer, 1,060, E. Hass, 27th Sept.—Saigon 23rd Sept. Rice and Rice-flour.—E. A. Trading Co.
NIVE, French troopship, 6,000, Morazzani, 28th Sept.—Tonkin 26th Sept.
PAX, Belgian steamer, 1,227, E. Damster, 30th Sept.—Saigon 25th September, General.—Melchers & Co.
PERLA, British steamer, 1,287, J. A. McArthur, 28th Sept.—Manila 25th Sept. General.—Shewan, Tomes & Co.
PIRA CHULA CHOM KLAO, German steamer, 1,012, R. Unsworth, 27th Sept.—Bangkok 20th Sept. General.—Butterfield & Swire.
PRONTO, German steamer, 632, H. Grand, 29th Sept.—Saigon 24th Sept. Rice-flour.—Siemssen & Co.
SUNGKIANG, British steamer, 1,031, S. W. Moore, 30th Sept.—Hilo and Manila 26th Sept. General.—Butterfield & Swire.
TING SANG, British steamer, 1,015, W. E. Sawyer, 29th Sept.—Saigon 25th Sept. Rice.—Jardine, Matheson & Co.
TRIGONIA, British steamer, 1,069, Powell, 20th Aug.—Shanghai 15th Aug. Kerosine.—Arnold, Karberg & Co.
TSINAN, British steamer, 1,461, O. Anderson, 28th Sept.—Australia 6th Sept. General.—Butterfield & Swire.
VICTORIA, American steamer, 2,112, J. Pantan, 1st Aug.—Tacoma, U.S.A. 4th July, General.—Doddell & Co., Ltd.
VICTORIA, Swedish steamer, 989, J. A. Hillberg, 22nd Sept.—Java 11th Sept. Sugar.—E. A. Trading Co.

Sailing Vessels.

ALBANIA, British ship, 1,438, W. L. Brownell, 26th Sept.—Manila 4th Sept. Ballast.—Master.
CELESTE HURRILL, British ship, 1,764, C. A. Trefry, 29th May.—Manila 9th May, Ballast.—Order.
GEO. VALENTINE, French bark, 766, Harbert, 23rd Aug.—Haiphong 15th Aug. Ballast.—Order.
HULEN H. WYMAN, American ship, 1,664, D. A. Vanhon, 10th Sept.—Chefoo 28th Aug. Ballast.—Arnold, Karberg & Co.
I. F. CHAPMAN, American ship, 2,013, Chapman, 10th Aug.—Kobe 19th July, General.—Arnold, Karberg & Co.
KENTMERE, British ship, 2,347, Bundy, 19th Sept.—New York 5th May, Oil.—Standard Oil Co.
LAUNBERG, American bark, 906, McDougall, 14th Aug.—Cebu 6th Aug. Ballast.—Master.
L. SCHEPP, American ship, 1,673, Kendall, 5th July.—Manila 25th June, Ballast.—Carlowitz & Co.
MANUEL LLAGUNO, American ship, 1,650, Nichols, 29th June.—New York 3rd Mar. Kerosine Oil.—Standard Oil Co.
SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb. Ballast.—Master.
STATE OF MAINE, American ship, 1,467, Colcord, 8th Sept.—New York 4th May, Kerosine.—Standard Oil Co.
W. H. CONNER, American ship, 1,614, Colcord, 26th Sept.—Manila 10th Sept. Ballast.—Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, October 1st, 1901.
Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Eskine, Wei-hai-wei.
Albion, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. W. W. Hewitt, Hongkong.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. W. Carey, Shanghai.
Archusa, 2nd-class cruiser, 4,500 tons, 10 guns, 5,000 h.p., Capt. J. Stirling, Woosung.
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Hongkong.
Astraea, 2nd-class cruiser, 4,500 tons, 7,000 h.p., 10 guns, Capt. C. J. Baker, Amoy.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 h.p., 12 guns, Capt. E. H. Bayly, C.B., Wei-hai-wei.
Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain Sir G. J. S. Verrinder, Dart, Nagasaki.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. Henderson, C.M.O., Taku.
Bramble, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.
Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 4,600 h.p., Commander Sir Boucherie Wrey, Bait, Singapore.
Britannia, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Taku.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Pakenham, Wei-hai-wei.
Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Tillard, Shanghai.
Edith, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. Stokes, Amoy.
Endymion, 1st-class cruiser, 12,500 tons, 12,000 h.p., 13 guns, Capt. A. V. Page, C.M.O., Hongkong.
Esk, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chinkiang.
Fame, twin screw, torpedo-boat destroyer, 368 tons, 6 guns, 5,400 h.p., in reserve.
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 h.p., Lt. and Beaty Powell, Canton.
Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 h.p., Capt. Carter, Wei-hai-wei.
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. White, Shanghai.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Com. G. C. Hardy.
Humber, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Shanghai.
Iris, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, M.V.O., Hongkong.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve.
Ocean, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. Arthur J. Kennell, Huihuan, Hongkong.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Shanghai.
Officer, torpedo-boat destroyer, 350 tons, 6 guns, 4,200 h.p., Lieut. and Com. C. P. Mansel, Taku.
Phaon, sloop, 1,000 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Canton.

Pique, 1st class gunboat, 755 tons, 6 guns, 1,400 h.p., Lt. and Comdr. Oldham, Canton.
Pique, 2nd class gunboat, 360 tons, 6 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.
Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. G. V. de M. Cowper, Shanghai.
Rambler, surveying ship, 583 tons, 630 h.p., Capt. Morris H. Smith, Hongkong.
Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut.-Com. C. F. Corbett, Shanghai.
Robin, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. G. G. Webster, West River.
Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Com. C. Hamilton, Singapore.
Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Carr, West River.
Snipe, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. and Commander Dalgety, Yangtze.
Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 h.p., in reserve Hongkong.
Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.
Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stophord, Wei-hai-wei.
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 21,000 h.p., Capt. Percy Scott, C.B., Wei-hai-wei.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.
Waterwitch, surveying ship, 600 tons, 450 h.p., Lieut.-Comdr. Lyne, Shanghai.
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 6,000 h.p., Lt.-Comdr. Mackenzie, D.S.O., Wei-hai-wei.
Wyvern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.
Woodcock, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Watson, Kiukiang.
Woodlark, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.
 Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.
Holland, Dutch cruiser, 8 guns, 3,000 tons, 9,750 h.p., Capt. S. N. Sybrandt, Swatow.
Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 h.p., Capt. Wiber, Singapore.
Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 9,000 h.p., Capt. J. P. Rossum, Swatow.
Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,750 h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.
Piet Hein, Dutch cruiser, 5 guns, 3,500 tons, 4,750 h.p., Capt. Jansen, Taku.
Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.
Zenta, Austrian cruiser, 2,200 tons, Captain Runsti, Singapore.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Vserolsky, at Tientsin.
Alouet, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkski, at Nagasaki.
Bobro, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
Dimitri Donskoy, Russian armoured cruiser, 5,800 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.
Gremiatzky, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Mikhalshesky, at Shanghai.
Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.
Mandjory, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nayednik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Otaomny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copronoff, at Shanghai.
Petrovskiy, Russian battleship, 12,000 tons, Capt. Graiss, at Nagasaki.
Polskaya, Russian battleship, 10,660 tons, 1,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rosita, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domoljoff, at Nagasaki.
Rosbanyin, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.
Rurik, Russian flag-ship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,900 tons, 13,600 h.p., 16 guns, Capt. Meleusky, at Nagasaki.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.
Sissai Valtky, Russian battleship, 10,000 tons, 14 guns, 9,500 h.p., Capt. Nagai, at Taku.
Sivuchik, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Sueaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.
Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousov, at Nagasaki.
Vandnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.
Zablaki, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
Forst, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jemitchik, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Kasatka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.
Kli, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novogorodsk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.
Podoroski, Russian torpedo boat, 21 tons, 1 gun, 220 h.p., 16 knots.
Sitsh, Russian torpedo boat, 13 tons, 1 gun, 220 h.p., 16 knots.
Stal, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.

Shorpan, Russian torpedo boat, 35 tons, 1 gun, 220 h.p., 16 knots.
Sootkhna, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Senn, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Starlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Surgut, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTTILLA (SEA GOING.)

George, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.
Revd, 1st class, Russian torpedo boat, 66 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Ussur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
 * Flagship of Vice-Admiral Alexeieff.
 * Flagship of Rear-Admiral F. V. Dubosoff.
 * Flagship of Rear-Admiral Reouneff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Shanghai.
 * *Fürst Bismarck*, German flag-ship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku.
Gefion, German cruiser, 4,100 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
Geir, German cruiser, 1,600 tons, 8 guns, Capt. Baer, at Shanghai.
 * *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.
Helia, German despatch-vessel, 2,000 tons, 12 guns, Capt. Rampold, at Woosung.
Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Uesedom, at Shanghai.
Iliss, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Sibamer, at Canton.
Irene, German cruiser, 4,200 tons, 8 guns, 9,930 h.p., Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,400 h.p., Capt. Giltch, at Amoy.
 * *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Hildebrandt, at Woosung.
Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Shanghai.
Schwabe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstadt, at Shanghai.
Weissenburg, German battleship, 10,700 tons, 40 guns, Capt. Hofmeier, at Amoy.
Warta, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.
K. F. Wilhelm, German battleship, at Nagasaki.
No. 60, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.
No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.
No. 62, German torpedo-boat, 320 tons, Capt. Flunrich, at Shanghai.
 * Flagship of His Excellency Vice-Admiral Bendemann.
 * Flagship of Rear-Admiral Geissler.
 * Flagship of Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.
Amiral Charner, 2nd-class cruiser, 4,800 tons, Capt. Balthéme, Saigon.
Bergall, 2nd class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.
Bugeaud, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 h.p., Capt. Dervère, at Shanghai.
Chasseloup Latour, 2nd-class cruiser, 4,000 tons, 15 guns, 11,500 h.p., Capt. Espinay St. Luc, at Foochow.
Comet, gunboat, 600 tons, Capt. Loliel, at Canton.
Decidée, gunboat, 690 tons, Capt. Maresubette, at Taku.
 * *D'Entrecasteaux*, 1st class cruiser, 3,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Taku.
Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 h.p., Captain Saulne, at Shanghai.
Eure, Dispatch-transport, Capt. Vallée, at Saigon.
Friant, gunboat, 693 tons, Capt. Adam, at Japan.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Arbin, at Taku.
Kervaire, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 600 tons, 8 guns, 576 h.p., Capt. Ercot, at Taku.
Pasteur, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motet, at Shanghai.
Sfax, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.
Surprise, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Mornet, at Shanghai.
Ville d'Alger, monitor, 944 tons, Captain Bommesaur, at Hongkong.
Vibère, gunboat, 400 tons, Captain G. del Villeneuve, at Foochow.
 * Flagship of Vice-Admiral Courtejoles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Cralk, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,435 h.p., Comdr. C. H. Arnold, at Hongkong.
Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.
Castine, U.S. gunboat, 1,350 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.
Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forre, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mente, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. E. Moore, at Manila.
Iris, U.S. dispatch ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.
Isle de Luzon, U.S. gunboat, 1,350, Comdr. J. V. B. Blecker, at Manila.
Kentucky, U.S. battleship, 11,500 tons, Capt. Claster, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.
Marblehead, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Gheen, at Canton.
Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. C. W. Fairbanks, at Shanghai.
Monoway, U.S. gunboat, 1,370 tons, 6 guns, 800 h.p., Com. G. A. Bicknell, at Taku.
Miner, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pignat, at Nagasaki.
Naikville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.
New York, U.S. cruiser, 4,081 tons, Capt. D.